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The War Program

KEEPING AIR TACTICS ABREAST OF THE WAR

BY BRIG. GEN. HUME PEABODY
Commanding General, Army Air Forces Tactical Center.

A YEAR ago this month the AAF Tactical Center, then called the AAF School of Applied Tactics, was barely past the chart and blueprint stage. It was organized to help solve two critical war-born problems that grew out of expanding the Army Air Forces from about 2,000 officers and 20,000 men, after Munich, to its present strength of some 2,500,000.

First, an ersatz for time had to be found and made part of a working formula for giving thousands of key officers and men the equivalent to years of peace time Air Corps experience. Primary, basic and operational training programs, alone, absorbed several times the AAF's pre-war personnel, yet more than 900 operational squadrons had to be and have been, activated.

Second, in war, tactics and logistics are worked out in the combat zone—and in global war a winning combination for the African desert may or may not work in New Guinea or Alaska. Some method had to be found to polish doctrines and techniques developed in the theaters; to determine the extent to which they could be applied in other theaters; and to furnish a clearing house to which all theaters would send any tactical problem that could be solved in the zone of the interior—whether it involved equipment or personnel.

In Florida, with headquarters at Orlando, the AAF established a "theater of operations" about the size of Sicily. Over its more than 8,000 square miles of palmetto and pine woods were scattered thirteen airdromes and all the operating units of a complete demonstration air force. This is the Tactical Center—the laboratory—and though it has been in actual operation for much less than a year, it has already handled more than 500 projects involving tactical tests of ideas and equipment. These projects have ranged from experiments on goggles to tests with squadrons of heavy bombers, even to the organization and employment of complete air forces.

All Tactical Center projects are assigned and findings are approved or disapproved by the Army Air Forces Board. This Board is appointed by the Commanding General of the AAF. The president of the board is the Assistant Chief of Air Staff for Operations, Commitments and Requirements, and through his office the board's decisions are made the official tactical doctrine of the Army Air Forces. One member of the board is the executive director. With his staff he is stationed at the Tactical Center, and it is his job to watch the actual operation of all tests, and to ride herd on all Air Forces projects. For example, the board might be directed by the Commanding General, AAF, to run tactical trials on a new air force weapon that has been *technically* approved by the AAF Proving Ground Command, say a new type bomb. The executive director of the board sets

(*Please turn to Page* 748)

Army Photo

Highlight of the 53rd birthday of Under Secretary of War Robert P. Patterson was his review of troops at Ft. Dix, N. J. Shown above, left to right, are: Representative Walter G. Andrews, of New York; Col. Richard Stilwell, Mr. Patterson, and Senator Bennett Champ Clark, of Missouri. Mr. Patterson and Congressman Andrews are both holders of the Distinguished Service Cross, awarded in 1920 for services in World War I. Senator Clark was a colonel in World War I.

Personal Affairs Division

A Personal Affairs Division has been set up in the Army Service Forces.

The division was formed to carry out policies of the War Department in providing information, advice and assistance on personal matters to Army personnel, their dependents, discharged military personnel and their dependents, and the families of deceased members of the Army. It will formulate policies and procedures of the personal affairs program, but will not assume administrative functions of other Army, Government or civilian agencies.

Established under the supervision of Maj. Gen. Joe N. Dalton, U. S. Army, Director of Personnel, ASF, the Personal Affairs Division will have as its director Col. F. Granville Munson, AGD, with offices in the Munitions Building, Washington, D. C.

The Personal Affairs Division is concerned solely with dispensing information aimed at a solution, through proper channels, of problems pertaining to emergency financial aid, allowances, arrears in pay, War Bonds, gratuity pay, insurance, pensions, legal assistance, employment, vocational rehabilitation, hospitalization, housing facilities, and personal effects.

Field branches of the new division are being established in Service Commands and large Army posts and camps, and will be staffed with personnel from within present allotments. Technical Services

(*Please turn to Page* 770)

Noncommissioned Officers

War Department Circular No. 70, 16 Feb., 1944, sets forth instructions to commanding officers regarding the utilization of noncommissioned officers, their value to a command, and the care with which their selection must be made.

Text of the circular follows:

1. The commander who lacks the moral courage and the professional skill to develop and maintain a thoroughly competent corps of noncommissioned officers throughout his command thereby demonstrates his inability to assume the responsibilities of leadership in combat. Such a commander forfeits the confidence and respect of his subordinates. He destroys the morale of his organization. He will surely fail in battle. It has been clearly demonstrated in this war, as in past wars, that noncommissioned officers are the backbone of the Army. Success in combat depends upon the character and qualifications of the noncommissioned officers commanding small units. They must be outstanding leaders with a high sense of duty and a strong will. They must be resourceful and willing to assume responsibility. In order to insure that our noncommissioned officers are equal to the tasks that lie ahead of them, commanders of all echelons will give their personal attention to improving the quality and prestige of those noncommissioned officers who exercise command responsibilities.

2. In order that the desired results may be attained, special attention will be given to the following points:

a. The careful initial selection of noncommissioned officer material and a system of promotions that will be recognized as sound and just by all concerned. A vacancy in a grade is preferable to an incompetent incumbent.

b. The operation of appropriate noncommissioned officer schools. Perfection in administrative details and superior instruction

(*Please turn to page* 770)

House Group Approves "Admirals of the Navy"

Legislation to create the grade of "Admiral of the Navy" was reported favorably this week by the House Naval Affairs Committee by a 19 to 1 vote, after a meeting in secret session heard a galaxy of naval officers, headed by Vice Adm. Randall Jacobs, Chief of Naval Personnel, and Rear Adm. Thomas L. Gatch, Judge Advocate General, urge favorable action on the measure.

What went on behind the closed doors of the committee room was not given to the public, but it seemed that support of a number of committeemen for the measure was lukewarm and that the combined efforts of Chairman Vinson, ardent proponent of the bill, and of the naval officers present were required to win the favorable report.

One member, Representative Vincent, of the inland State of Kentucky, flatly refused to join in support of the bill, declaring that the time for conferring the high grade once held by Admiral Dewey was after the war, when the recipients had proved their right to the honor.

Another member, who voted to report the bill, H. R. 4134, first attempted unsuccessfully to amend it by limiting life of the bill to the duration of the war and six months. Failure of the amendment was characterized by Mr. Vincent as making it possible for the Navy to fill the retired list with Admirals of the Navy at $21,500 each, by appointing two officers to the grade, then retiring them and appointing others.

Representative Vincent declared that he may carry his fight against the measure to the floor.

Opposition to the bill also is developing in other quarters, intensified by the Navy's intention of classifying the rank of "Admiral of the Navy" as "six-star" rank, or above that of "Admiral of the Fleet," highest rank in the British Navy, borne by the First Sea Lord and others.

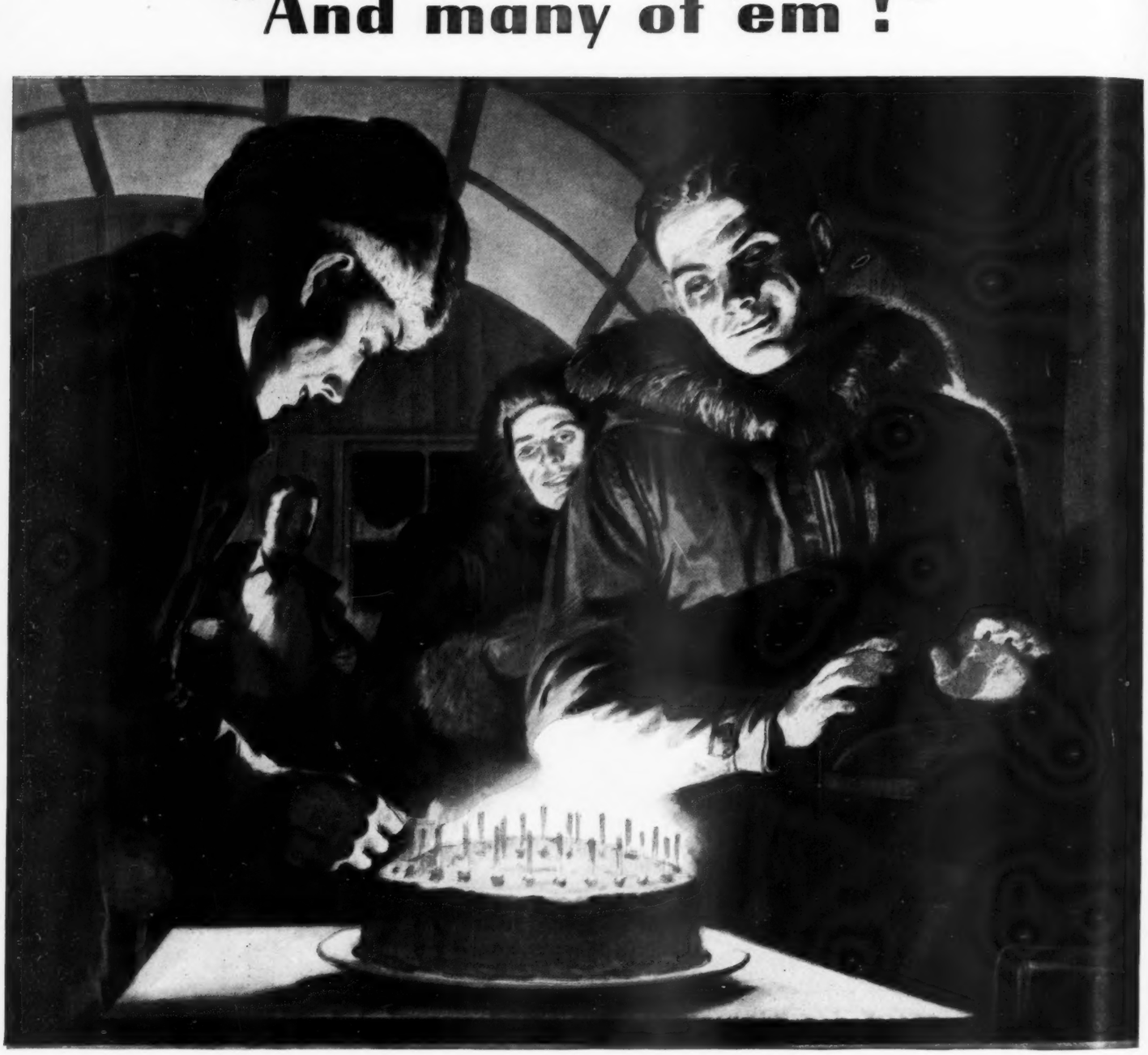
The Navy has pleaded as its justification for the measure that its high command, with four-star rank of admiral, is ranked on the Combined Chiefs of Staff by Great Britain's Admirals of the Fleet. Having thus declared in a letter to the Naval Committee dated 23 Feb.—date of the committee meeting—that Britain's highest present rank is higher than the United States' highest current rank, the Navy Department proposes to create a new title, calling that title higher than "Admiral of the Fleet," although in the United States Navy there will be, according to the department, no intermediate rank between "Admiral" and "Admiral and the Navy" which could be called equal to Britain's "Admiral of the Feet."

To remedy this deficiency, the Navy may propose the grade of "Admiral of the Fleet" for Admirals Nimitz and Halsey if the "Admiral of the Navy" bill passes.

"Childish!" retorted Representative Vincent to the Navy's contentions. "What is to prevent Britain's creating the grade of 'Great Grand Admiral' or some such thing, and stating it ranks our proposed 'Admiral of the Navy'?" he demanded.

(*Please turn to Page* 769)

"And many of 'em !"



IN FAR OFF PLACES, it gives a fellow a lift to keep up some of the traditions of home. Lighting birthday candles with the match you used at home is one of them.

And this familiar red, white and blue, wood cover box of INDEPENDENCE MATCHES is in the hands of men in all the services—from Greenland to the steaming jungles of the South Pacific. Wherever you find them, these tough, properly formed sticks with their smooth, firm heads, strike instantly without sputtering or fizzling, and burn cleanly and evenly. Take it for granted in any climate they give you a quick, sure light *when you want it!*

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Baruch Report on Demobilization

Implementing the recommendations of the Baruch-Hancock report on war and postwar adjustment policies, James F. Byrnes, director of the Office of War Mobilization, this week announced the appointment of Brig. Gen. Frank T. Hines, head of the Veterans' Administration, as Retraining and Re-employment Director under the Office of War Mobilization.

The report, made public last Friday, was drawn up by Bernard M. Baruch and John M. Hancock, of the Advisory Unit for War and Postwar Adjustment Policies, Office of War Mobilization. In that report it was stated:

"We recommend the creation in the Office of War Mobilization of a new, most important post which, for want of a better title, we would call a 'Work Director' to unify the forces of the Executive branch and to work with Congress on the whole human side of demobilization.

"This Work Director, who should be of such outstanding calibre as to command the immediate confidence of the country, should have full and adequate authority for developing integrated programs, working with the Armed Forces on their plans for personnel demobilization, when such plans are drawn up, studying the demobilization programs of other nations, developing adequate machinery for assisting in job placement and counsel for both veterans and demobilized war workers, integrating these programs with all wartime manpower controls."

Mr. Byrnes said that the post to which General Hines has been appointed is in line with that recommended in the Baruch-Hancock report as "Work Director." Already three committees headed by General Hines are at work: one dealing with in-service training for rehabilitation of veterans; the second with hospitalization, and the third with job placements.

In summarizing its recommendations, the Baruch-Hancock report spoke of the veterans' work as follows:

"Among the fields to be covered by this 'Work Director'—personnel demobilization of the Armed Forces, developing adequate machinery for job placement of veterans and demobilized war workers; adequate care for returning veterans; physical and occupational therapy for wounded and disabled; resumption of education interrupted by war; vocational training; the special employment problems of the great war industries, and others.

"That there be in each community, only one place to which returning servicemen and service women need to go to learn all their rights and how to get them."

Discussing the post-war employment problem for ex-service men, the report states:

"The demobilization of the armed forces will come gradually. Their absorption by industry will be aided materially by several factors, the weight of which is not now clear, such as: the giving up of war jobs by many women; the retirement of older workers; the increase of travel and recreation time; the return of many younger workers to school; the resumption of colleges and professional training by many now in the Services or in war industry; the renewal of many professional and service businesses that have stopped during the war; the starting of new enterprises; the business involved in meeting the needs of the world; reduction in the work week; the normal enforcement of child labor laws. * * *

"Most of our veterans will be seeking jobs in the open employment market; others who are disabled can find encouragement mending their broken nerves and bodies through special occupations which return them also to useful peacetime work. Still others will be eager to return to colleges or take up vocational training instead of a job. There is at present a scattering of efforts on the part of many agencies to plan for the veterans' return. The important point at which civilian plans must be coordinated with the military in the demobilization of men and women in the service is a crucial one and it is now the final responsibility of no one agency.

"The abnormal increase in civilian employment and the geographical shifts of the national labor force must be dealt with in our preparations for peace. It is impossible to predict the size of the postwar reduction in our labor force at this time, for many factors still are unknown. They include the size of our peacetime Army and Navy; number of casualties; number of women returning home; retirement of older people and younger workers; number of veterans returning to school or going into vocational training."

Also recommended in the report was the office of Surplus War Property Administrator, a post to which William L. Clayton, former assistant secretary of commerce, was appointed.

Did You Read—

the following important service stories last week:

Army issues temporary promotion regulation; lengthens service required for promotion to major?

Navy modifies requirements for commissions from ranks?

Records of Marine Corps "aces"?

Coast Guard orders promotions?

Five Education and Labor Committee members oppose amendments to service education bill?

If not you did not read the ARMY AND NAVY JOURNAL. You cannot obtain this information from any other source.

Rotation of Air Crew Personnel

Rotation of Army Air Forces air crew personnel is carried out on the basis of policies decided upon and established by the various theater commanders. Such commanders are notified of the number of replacements for that purpose which are available for their theater monthly, the percentage varying according to the situations prevailing there and the type of missions which are carried out.

Thus, under this policy, in one theater rotation might be accomplished when crew members have performed 25 missions which equal in physical and mental strain imposed the greater number of required missions in another theater.

Exceptions to the general rules laid down are made in the cases of crew members found by flight surgeons to be unfit for further duty without a period of rest or rehabilitation.

This rotation policy has been carried out since last October in conjunction with the facilities of the three AAF Redistribution Centers at Atlantic City, N. J., Miami Beach, Fla., and Santa Monica, Calif., the supervised relaxation and rehabilitation programs at these centers being supplemented by furloughs.

Air Force Wives Organize

Wives of officers in the Army Air Forces have announced formation of a national association aimed at the coordination of volunteer work among their members and the training of a large group of women to aid in the after-war program. Known as the National Association of Air Forces Women, the organization is headed by Mrs. Henry H. Arnold, wife of the Commanding General of the Army Air Forces. Temporary headquarters are at Fort Myer, Va.

Membership will include women of the immediate families of officers who are or who have been on active duty with the AAF, and, according to the policy at each base, to the women officers of the AAF. A National Council, made up of wives of the commanding officers of the Air Forces commands, places the organization on a nation-wide scale, with the womens' clubs in existence at Air Forces stations as the nucleus for unifying after-war plans.

Vice presidents of the organization are Mrs. Barney M. Giles, Mrs. Carl Spaatz, and Mrs. J. T. McNarney. Mrs. J. C. Hodgson is treasurer and Mrs. B. C. Nowland, secretary. A board of directors is made up of Mrs. C. B. B. Bubb, representating the Red Cross; Mrs. Giles, Women's Volunteer Branch, AAF. Personal Affairs Division; Mrs. Harold W. Bowman, in charge of the "Spotters," and Mrs. Harold W. Grant, public relations.

Working in cooperation with the recently launched AAF convalescent training program, one of the major aims of the organization is to aid in the rehabilitation of Air Forces personnel and to interest in the program those service wives whose husbands will return to civilian life after the war.

Since the war's start, Mrs. Arnold has worked full time as a volunteer with Army Emergency Relief, serving as First Vice President of Headquarters Section, Air Forces Branch, of Army Emergency Relief in Washington. She is assisted at headquarters by approximately 75 officers' wives devoting from three hours to two days weekly on a volunteer basis.

In most Air Forces stations throughout the nation, an officers' wives group known as "Spotters," greets new arrivals and assists them in finding their place in the local war effort. These groups keep a personnel file of all officers' wives through which trained workers can be recruited as the need for them arises. A shortage of registered nurses at Barksdale Field, La., was take ncare of by these "Spotters" through their prepared records when fifteen officers' wives registered for duty and filled the need. Dozens of nursery schools have been started at Air Forces stations by obtaining trained kindergarten teachers through these file records.

Naval Personnel Rotation

Steps taken by the Navy Department to facilitate the rotation of naval personnel between combat areas and the United States were outlined to Representative Edith Nourse Rogers, Mass., by Capt. Thomas H. Binford, USN, Director of Enlisted Personnel, in a letter which Mrs. Rogers made public last week.

Surveys of shore-based personnel have been made with a view to limiting tours of duty, Captain Binford stated. He also pointed out that relief crews are provided for submarine and air operations.

The text of Captain Binford's letter to Mrs. Rogers follows:

My Dear Mrs. Rogers: Reference is made to your telephone conversation of February 16, 1944, in the interest of naval personnel serving outside the continental limits of the United States.

The Bureau has announced the policy of rotating enlisted personnel for rehabilitation leave and reassignment after a minimum period of service of 18 months in hazardous duty afloat or in outlying stations. However, this is promulgated as a matter of policy and not of directive, since the granting of leave or rotation must be consistent with the maintenance of the fighting efficiency of the service. The method of effectuating this policy is a matter within the cognizance of administrative commands, and the granting of leave remains the prerogative of the command.ng officer.

In order that necessary personnel may be available for rotation, the Bureau has authorized interchange of personnel between fleets and naval districts and has conducted surveys of shore based personnel with a view to limiting tours of shore duty; and relief crews in excess of the actual operating force have been provided for submarine and air operations. Construction battalions are returned as units when circumstances permit and new battalions are formed using experienced ratings as the nuclei. Quotas have been assigned to the fleets to supply men for the manning of new construction, and experienced men who have served long periods at sea are returned to the United States to become the nucleus crews of new ships. Key ratings may or may not receive further schooling in addition to rehabilitation leave when returned for a new assignment.

Requests for consideration under these programs should be addressed to commanding officers for consideration by the personnel officers of the distribution commands.

By direction of the Chief of Naval Personnel.

Sincerely yours,
THOS. H. BINFORD,
Captain, United States Navy,
Director of Enlisted Personnel.

Army Cuts ASTP Program

The Army Specialized Training Program, which has been the subject of a critical investigation by the House Military Committee and the object of attack by some members of Congress, is to be cut drastically, the War Department announced this week. The Secretary of War, in a prepared statement, said that the decision "has been made for reasons of imperative military necessity."

The War Department press release said that the Army is now short 200,000 men and that the Selective Service has been unable to deliver personnel according to schedule. The Department said that "After exhausting all other sources, it was determined that the type of trained military personnel needed could be obtained only by decreasing the number of combat units or by drawing from the reservoir of men in ASTP training." Accordingly, the number of youths being given college courses by the Army will be reduced from 145,000 to 35,000, those relieved from college studies being transfered to active duty with troops.

The Navy, which has about 70,000 persons in its V-12 college training program, a counterpart of the Army's ASTP, plans no curtailment, pointing out that its need for officers is as great now as at any previous time. The Marine Corps, also, has announced quotas for the 1 March increment, and has issued a Letter of Instruction, No. 650, to supersede previous instructions on selection of enlisted personnel for the V-12 program.

However, the Coast Guard, which is reaching its quota of male officers, has cancelled its 1 March increment. Personnel now enrolled in the college training program will continue training until they complete courses.

General's Wife in WAC

Mrs. Pauline Ogden, wife of Brig. Gen. D. A. D. Ogden, now overseas with an engineer amphibian unit, has enlisted as a private in the WAC and been assigned to the I Troop Carrier Command, Stout Field, Ind.

Take a load off your mind. Use Preventive Maintenance instead of heavy maintenance.

Army Promotions

The following temporary promotions in the Army of the United States have been announced by the War Department:

Lt. Col. to Col.

H. O. Russell, AUS
E. Oberdorfer, AUS
R. W. Pears, AC
A. S. Johnson, IGD
R. B. Garretson, FA
W. L. Williams, AUS
L. W. Lowman, SigC
H. S. Rawlings, AUS
W. A. Choquette, Inf.
J. R. Pierson, MC
A. G. Simpson, AUS
L. B. Manning, AC

Major to Lt. Col.

A. L. Bivens, QMC
T. G. Kershaw, AC
R. E. Beauchamp, IGD
T. J. Seigler, jr., Sig C
D. Mace, AUS
R. B. Tew, AUS
C. H. Osthagen, AUS
B. R. J. Hassell, AC
G. E. Stewart, CE
H. K. Gault, AC
G. F. Spiegel, Inf
M. F. Wilson, Cav
A. C. Dohrmann, GSC
K. H. Kalberer AC
E. J. McKeon, OD
M. C. Lorini, AUS
J. C. Moag, AUS
S. E. Iverson, Inf.
J. E. McDavid, jr., AUS
H. R. Lyon, Inf
R. E. Vandenberg, Inf.
O. W. Thoeny, MC
G. K. Smith, FD
H. D. Clark, MC
J. S. Myers, CMP
B. L. Gordon, OD
C. W. Henry, FA
J. R. Phillips, MC
E. F. Wilson, QMC
A. E. Wissler, QMC
J. Corr, jr., SC
P. L. Bates, Inf
D. M. Ackerman, CWS
S. Millman, MC
R. K. Ballard, OD
E. R. Granniss, CMP
T. J. Healy, AUS
M. C. Longstreet, TC
G. H. Pumphrey, MC
F. S. Rowley, OD
H. D. Gray, MC
B. H. Powell, IV., CMP
R. E. Mitchell, FA
C. F. Schupp, II., Cav
L. C. Heare, MC
J. M. Orman, FA
W. C. Lafield, QMC
M. V. Daven, QMC
R. B. Wing, Cav
J. M. Cawood, OD
C. F. Davis, jr., MC
R. V. Landis, MC
W. E. Tracy, AC

Captain to Major

J. W. Lehman, Inf
J. W. Pugh, AC
J. A. Crandell, jr., AC
M. E. Williamson, AUS
H. J. Neusse, jr., AUS
Chas. Painter, AUS
T. B. Coughran, FD
K. A. Fitch, AC
E. A. Bradunas, AUS
E. L. Stidham, FD
W. J. Healy, DC
G. W. Hobbs, III., AUS
R. L. Cooch, FD
L. M. Willinger, AC
A. J. Dubois, Ch
J. G. W. Hurley, AUS
W. E. Johnson, AC
J. E. Smith, MC
R. E. Battson, Inf
C. C. Taylor, AC
H. C. Schrader, CE
F. C. Heninger, jr., CE
C. J. Foley, MC
N. R. Hughes, FA
C. A. Phillips, AC
J. F. Cox, Inf.
J. W. Patton, AC
H. A. Lake, FD
J. W. Smith, FD
M. Collins, AGD
G. M. Hunt, FA
M. H. Partridge, AUS
R. R. Morse, FD
T. M. Fagan, AC
H. W. Moore, AC
G. B. Stuart, AC
C. W. MacElliven, FD
H. J. Chisholm, AC
D. E. Sowle, AC
J. E. Kimm, AC
W. F. Richmond, AC
N. C. Christensen, AUS
J. P. Steinwinder, CE
J. H. Schweitzer, AC
H. C. Davis, CE
J. H. Berger, VC
D. T. Meier, FD
Gilbert Lea, FA
D. A. Horne, FD
M. H. Heck, Inf
A. A. Schechter, AUS
R. Stebbins, jr., AUS
J. M. Rieser, DC
Conde Hamlin, Cav
L. J. Pack, CE
W. A. Newman, jr., AUS
W. K. Owen, AC
N. F. Koenig, OD
R. T. Deabler, AC
D. W. Ledbetter, AC
R. G. Devlin, AUS
J. F. Goetz, AUS
P. C. Drees, QMC
A. O. Graeser, FD
R. L. Simons, AC
R. M. Reutlinger, AUS
W. G. Drown, MC
M. D. DeVorkin, FD
Ralph Hastings, CE
W. E. Grubbs, AC
G. B. Schuyler, FD
J. B. Earle, Inf
C. W. Denning, AC
J. L. McAuliffe, Inf

(*Please turn to Page* 749)

The Journal Salutes

This week the ARMY AND NAVY JOURNAL salutes:

Vice Adm. John W. Greenslade, assigned as Pacific Coast Coordinator of Naval Logistics.

Maj. Gen. Claire L. Chennault, who has been awarded the Air Medal for piloting an unarmed transport plane in missions over enemy territory.

Capt. Wilbur J. Thomas and Capt. James E. Swett, Marine Corps fliers among those having the greatest number of enemy planes to their credit.

U. S. Daily Press Views

Progress in the Pacific

San Francisco *Chronicle*—"Instead of island hopping, we infer, the process is to be archipelago jumping. Each time we make one of these advances our air and naval superiority makes the entire surrounding area untenable by the Japanese. One good island in a group is enough."

Des Moines *Tribune*—"As to the strategy of bypassing some enemy positions in order to seize others that be beyond them, this worked beautifully in the Aleutians."

Houston *Chronicle*—"Possession of so many carriers and such a great aggregation of planes permits a revision of naval strategy."

Fargo *Forum*—"Certainly, if forces can be landed in China along the seaboard which can hold their position thus opening the way for supplies to get to China in large quantities, one of the great problems of the Far Eastern war will have been solved."

Boston *Traveler*—"General MacArthur is headed for China as is Lord Mountbatten, commander of the forces in Burma. Whoever reaches China first will have overcome the greatest of obstacles—distance."

Buffalo *News*—"The American battle fleet's main mission is to seek and destroy the enemy fleet. Our attacks on the Japanese-occupied islands are merely incidents to bringing on a general engagement, for, after destroying the enemy's fleet, it will be only a matter of time before the islands fall into our possession."

Boston *Globe*—"Island-hopping continues, but the newly developed technique of our command is making some of the hops decidedly long."

Ohio *State Journal*—"It will require a lot more time to reach our ultimate objective, and great and costly battles must yet be fought on the seas, in the air, on the islands and, of course, on the soil of China, Burma, Thailand and Malaya. But we are on the way."

Springfield *Union*—"With our growing naval strength and an overwhelming superiority in the air, we propose to spread out the enemy's defenses so thin by compelling her to defend herself at so many points that she will not be strong enough anywhere to offer effective resistance."

Chicago *Daily Tribune*—"The objective is not the islands, but bases from which to attack deeper into the Japanese empire. It is unnecessary to wipe out all the Japs along the road. Like a limb cut off from the body, they wither and die once their supply lines are cut."

Washington *Post*—"Nothing can be more dangerous to our strategy than to regard the two fronts as competitive, drawing strength from one another. They are supplementary."

New York *Times*—"As in the case of Germany, the only way to beat Japan is to beat her army, which is the strongest military element in Japan. For that reason, General MacArthur declares, it is necessary to devise ways and means of bringing our ground forces into battle with the Japanese army and decisive points."

Baltimore *Sun*—"Each new stroke has shown greater power and speed and precision. We can see now what Admiral King meant when he said that the inevitable heavy losses at Tulagi and Guadalcanal were 'the price to be paid for the hard-won experience which is essential to the attainment of far-reaching results.'"

New York *World-Telegram*—"So the formula for major offenses is: First, outnumber the enemy and second, outguess him—so we can outfight him with less loss."

Air Tactics

(*Continued from First Page*)

up the project, then calls on the Tactical Center, which assigns say the strategic bomb group of the Center's demonstration air force to work out the best techniques for using that bomb. Actual missions are flown, charts of results are made up, and all possibilities are explored. Results of these tests are disseminated to the air force commanders in the various theaters.

The tactical testing of equipment, planes, techniques and combat maneuvers is only one phase of AAFTAC demonstration air force operations. Here it is that theater-conceived ideas for solving the organizational and logistical problems met in operating a combat air force can be worked over and made into doctrines without stopping the war—and within four hours flying time for the Commanding General and responsible members of his staff.

The demonstration air force is at once a full-size working model of the real thing and is a thoroughly flexible unit that can be rebuilt, rapidly and economically, to conform with every major change dictated by the Allied march to victory. Currently, it is set up to conform with the newest doctrines governing the command and employment of air power (FM 100-20) and to make the closest possible tie-up between logistics and combat operations. The classical "type" air force, with its bomber command, fighter command, air support command, air service command, and A-1-2-3-4 staff to direct its destinies, is out at AAFTAC.

The Commanding General of the AAFTAC demonstration air force has just two men to deal with. One is responsible for all operations of combat units. The other is responsible for all administration, supply and maintenance, for the air force. With this streamlined organization, the air force commander can be sure that every proposed operation will be planned with logistical limitations understood from the beginning. In this way he can avoid the too common tendency to cook up magnificent tactical conceptions that simply cannot be fully implemented with existing or possible supply and maintenance facilities.

The Deputy for Operations commands all so-called combat units, which include:

The Tactical Air Force, composed of fighter-bombers, light and medium bombardment, a highly flexible organization for tactical control of its units, and a mobile aircraft warning net. These units are organized in Tactical Air Divisions which operate with the ground armies. At AAFTAC the Tactical Air Force is used to demonstrate to both air and ground officers how air power will be employed under the doctrines laid down by FM 100-20.

The Strategic Bomb Group, composed of heavy bombardment, and, on occasion, fighters for escort.

The Air Defense Wing which is the static defense set up for a fixed installation. It consists of an aircraft warning net, controlled fighter interception (both night and day), and fighter-searchlight cooperation interception.

A Troop Carrier Squadron for demonstration of airborne troop movements and evacuation of the wounded.

A Weather Squadron to furnish weather information for the whole AAFTAC theater of operations, to demonstrate the type of weather service set up for combat theaters.

Then there are two OTU programs that have been located at the Tactical Center: one in night fighter training and anti-aircraft searchlight battalion training (to be used with fighters).

The Deputy for Services handles all the overhead administration for the air force, the supply and maintenance of all its combat units. This Deputy commands the theater's general depot, service center, and all service troops.

The Army Air Forces School of Applied Tactics is another major activity which is part of AAFTAC. It is AAF's answer to the problem of starting and maintaining a flow of *key personnel* for its newly activated squadrons and groups. The commander of a new Air Force Group—whether it is a bomber, fighter, or service outfit—takes all key men of his organization, both officer and enlisted personnel, to AAFSAT for a month's training before his outfit begins its Operational Training Unit program. Thus his group has a cadre of leaders who have been briefed on the most up-to-date information available as they prepare their team for actual combat.

After two weeks of lectures and use of synthetic training devices, these key men go, as a unit, out to the appropriate units of the AAFTAC demonstration Air Force and there fly actual missions, work out aerial problems, watch the supply and maintenance system operate under field conditions. Thus they actually perform the missions they have heard in the classroom.

The categories of AAFSAT students change nearly every month and as a result the organization has been kept flexible enough to shift to whatever type of training is most essential at any given time.

In addition to cadre training, a great deal of specialized instruction is undertaken. During the past six months, courses for staff officers have been a big part of the School's program. For their education in the capabilities and limitations of Air Forces, students in the Army-Navy Staff College attend AAFSAT one month. Instruction is stressed on the logistical and communications problems connected with running an Air Force. Following the lectures, these high ranking officers witness the actual operation of the various components of an Air Force. They see the logistical problems involved; they fly on strategic bombardment missions; and they watch radio-controlled fighter pilots and searchlights defend an area.

As an example of the adaptability of the School, witness its role in the vital education program which grew out of the War Department adoption of Field Service Regulation 100-20 on the command and employment of air power. Espousing General Sir Bernard Montgomery's contention that air power should be commanded only by airmen, this Regulation was a reversal of the old "air support" doctrine in which the Army Ground Force commander dictated the use of air units. Shortly after 100-20 went into effect, corps commanders and their staffs flocked to AAFSAT for one-week courses on the use of a tactical air force and its air divisions. They were shown how this co-equal war partner would work in a quick-changing tactical situation; were made aware of problems of communications; were shown the importance of first, destroying the enemy's air power; second, disrupting his lines of communication and supply; and then giving closely coordinated aerial aid to ground units.

Important among many other AAFSAT courses designed to give selected personnel a rounded picture of actual air war problems and techniques is a course for Air Force staff officers who have completed the Command and General Staff School, Leavenworth. At the Tactical Center they get a familiarization with the problems that are peculiar to Air Force operation.

Other staff courses are conducted for the training of officers in connection with tactical inspection, weather, photography, anti-aircraft and searchlights, recognition, and ground force staffs. Also much specialized individual training is given, primarily because the necessary equipment is available through the Demonstration Air Force. Typical is on-the-job training of controllers, filter center operators, radio maintenance men, and other highly skilled aircraft warning network personnel.

Tax Return Information

To assist military personnel in filing 1943 income tax returns the War Department has issued instructions and general information in Circular 63, 11 Feb. 1944.

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Army Promotions

(Continued from Page 747)

Captain to Major—Cont.

H. H. McCampbell, jr., AUS
D. M. Witt, IGD
J. H. Burchfiel, AC
J. C. Hayes, AC
R. A. Cleuter, AUS
H. Colcord, IL., AC
C. C. Gunn, OD
J. R. Davis, CE
S. W. Caulfield, AC
H. T. Stultz, jr., AC
T. P. Pa. sley, FD
W. D. Simpson, AUS
R. P. H. Dooley, AUS
C. W. Conklin, FD
A. Prahinski, AUS
E. J. Corrigan, AC
J. E. Cooper, QMC
H. A. Laubrich, AC
M. R. Lavold, OD
R. S. Thompson, AC
T. B. Woods, jr., MC
J. A. Patterson, CMP
W. V. Albright, QMC
S. V. McCall, DC
H. G. Browne, CE
G. R. Himmelman, CE
G. A. Lilley, CE
B. L. Metzler, JAGD
H. M. Martin, CE
H. E. Stradley, jr., CAC
J. J. Morau, CE
W. B. Wolf, JAGD
P. A. Rose, JAGD
S. M. Wall, CE
R. J. Nickelsen, CE
R. Lefholz, MC
J. W. Brownlee, DC
E. M. Fabian, Inf.
F. H. Neuffer, MC
Oliver Arteaga, MC
L. E. Geeslin, MC
F. M. Sullivan, MC
W. H. Gauss, AC
L. R. Hoffman, AC
F. B. Gaynor, AC
J. E. Hernandez, AC
N. B. Rosenfeld, MC
W. S. Morgan, CE
H. F. Brennan, AUS
J. G. Smart, DC
H. F. Dorn, SnC
W. C. Grover, AGD
R. M. Bellows, AGD
J. L. Ralston, AUS
G. W. Cook, AUS
R. D. Foster, AGD
R. H. Dawson, AC
Vincent Francis, MC
G. S. Marvel, CE
D. W. Moore, AGD
D. B. Roth, MC
E. W. Ashwick, AUS
C. R. Becker, MC
E. L. Turbyfill, Inf
S. M. Nanney, AC
G. S. Wellman, AUS
W. H. Grimes, jr., MC
W. D. Jarratt, MC
A. E. Wilkinson, jr., MAC
L. C. Crouch, CE
E. S. McKey, jr., MC
C. N. Wetherell, FA
G. H. Jones, CE
F. W. Wilson, CE
R. D. Branigin, JAGD
D. F. Barkley, MC
M. S. Brown, MC
J. G. Morarec, CE
A. J. Mistler, CE
W. G. Holloman, MC
A. Failla, MC
L. J. Vassalotti, CE
P. T. Van Zile, FA
P. J. Power, JAGD
L. S. Kreger, CE
A. G. Grant, QMC
A. L. Anderson, CE
V. G. Kaufman, CE
R. J. Wier, FA
M. V. McCauley, WAC
H. T. Paris, Inf
L. K. Twinem, JAGD
E. A. Larkin, MC
E. E. Carriere, CE
H. D. Riley, FA
D. J. Kapner, QMC
R. J. Niederoest, CE
G. C. Maxwell, FA
H. B. Pozner, MC
Sydney Solomon, MC
J. A. White, DC
V. L. Pellicano, MC
W. S. Little, CE
H. S. Traynor, CE
E. J. Murphy, CE
T. F. Parks, QMC
W. R. Newborn, MC
M. H. Smith, CE
J. J. Lamoureux, CE
H. R. Pannabaker, CE
B. F. Wills, MC
J. B. Bennett, CE
W. J. Triplett, CE
W. A. Rothery, CE
A. J. Asch jr., QMC
J. A. Smolark, CE
J. M. Marshall, JAGD
F. G. Templeton, MC
H. R. O'Neal, QMC
J. G. Wardlaw, CE
O. H. Kollock, CE
P. T. Houston, JAGD
J. R. Moorhead, Inf
J. F. Grady, CE
H. P. Seavy, CE
A. T. F. Seale, CE
G. H. Golden, JAGD
W. H. Parsons, CE
G. D. Ferguson, CE
R. F. Dwyer, CE
R. M. Gill, MC
G. MacClain, JAGD
J. B. Cassoday, CE
H. N. Dracken, MC
H. R. Brown, CE
J. W. Goodhew, jr., QMC
W. A. Clark, AUS
K. D. Naden, SigC
A. deW. Veiller, SigC
R. W. Nelson, SigC
L. R. Wright, AUS
D. Glukfeld, MC
F. W. McKie, Inf.
W. K. Hauer, Inf.
T. F. Nelson, MC
R. E. Langdell, JAGD
J. C. Newton, Inf
N. E. Miller, jr., AUS
J. I. Weinberg MC
C. B. McMillan, MC
F. W. Wyant, QMC
J. B. Craig, MC
J. V. Moore, OD
F. H. DuBose, FA
W. J. Black, jr., CMP
J. K. Harper, Inf
E. M. Stephens, AUS
Maurice Lev, MC
A. W. Fry, Inf
J. O. Hanson, MC
J. M. Hilts, CE
P. R. Schild, AC
W. N. Rider, AC
K. B. Nash, AC
Leonard Long, MC
H. S. Wilson, AGD
N. R. Chaney, CE
H. M. Patton, FA
J. F. Nicolai, DC
E. D. Hartman, AC
G. D. Evans, AC
N. H. Shortridge, FA
G. A. Ritchey, Ch
B. H. Petty, CE
C. F. Billups, CE
R. S. Bloomer, MC
V. T. Miller, FD
W. I. Feeel, OD
L. A. Russin, MC
F. F. Starks, AGD
W. H. Oliver, CE
H. S. Skees, AGD
A. F. Ernst, AC
C. W. Metcalf, AGD
C. E. Kinsey, FA
S. P. Rosser, SigC
H. W. Pardee, AC
A. L. Gask ll, SigC
G. D. Fullerton, AC
H. E. Bowes, AC
N. C. Rumple, SigC
J. K. MacIntyre, Inf.
L. A. McGraw, SigC
Louis McKnight, FD
H. A. Hoff, QMC
M. O. Lee, SnC
M. L. Zimme man, FA
H. V. Osborne, jr., JAGD
F. L. Pita, DC
E. N. Sieder, SigC
F. W. Parker, jr., MC
M. M. Miller, MC
J. E. Pernice, SigC
P. R. Munroe, QMC
H. W. L. Maria, DC
J. L. Gold, MC
M. L. Kramer, MC
R. J. McElhannon, SigC
H. J. Buchan, SigC
C. F. Snyder, AC
E. J. Reiter, AC
R. L. Cannan, AC
R. D. Jordan, SigC
J. M. Murphy, MC
R. H. Moore, MC
H. C. Harrill, MC
E. P. Robinson, CE
T. G. Proctor, jr., Ch
George Howard, AUS
W. W. Scott, CE
L. Commerford, jr., CE
E. D. Tyler, CE
M. Greenberg, MC
M. J. Washburn, FA
J. P. Shute, AGD
L. F. Dabe, CE
L. D. Neu, Inf
E. C. Ebeling, CAC
L. E. Barb, AGD
S. L. Patterson, AC
R. B. McDermott, AC
Ben Stortz, AC
W. E. Coleman, SigC
H. T. Rosenheim, jr., Cav
D. D. Johnson, IGD
N. H. Bitar, DC
M. W. Embury, SigC
L. L. Detweiler, AC
B. F. Bentley, QMC
R. D. Stephenson, CE
V. G. Krebs, Inf
G. B. Carmack, Cav
R. D. Lawlor, SigC
J. H. Wilson, jr., AC
S. I. Wener, MC
J. M. Atkinson, AC
V. M. Hailey, Ch
G. W. Stout, AGD
H. R. Davis, CE
J. A. Bouffard, AC
J. H. Brown, FA
D. De Tata, MC
E. R. Coolidge, AC
M. F. Pincetl, Cav
R. L. Starr, Inf
J. C. Hillis, AC
W. C. Irvine, MC
L. T. Bullock, MC
R. M. Becker, AC
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E. V. McCoy, FD
J. A. Montgomery, AC
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J. M. Menzies, AC
E. W. Christensen, AUS
E. S. Hanley, CE
E. C. Brannigan, Cav
E. R. Jones, AGD
G. A. Patterson, AGD
James Carroll, OD
J. Byers, II., AGD
A. D. Wallace, AC
B. L. Dansby, MAC
R. R. Brooks, AUS
W. G. Boyd, AC
J. F. Morton, CAC
L. C. Crawford, CE
C. A. Strickland, AUS
G. D. Carter, OD
G. C. Willis, jr., AGD
H. L. Quarles, jr., AUS
R. O. Worrell, CAC
T. P. Talley, AC
F. E. Hammond, AC
R. C. Nourse, AUS
C. R. Wood, MC
Knox Parker, AC
H. B. Glaisyer, jr., AC
H. E. Sarver, FA
J. Moran, AC
W. M. Geer, Inf.
R. C. Johnson, SnC
J. E. O'Neal, AC
E. B. Forrest, DC
J. L. Wilson, GSC
C. M. Lee, AC
E. K. Hesby, DC
G. J. Mehess, AC
A. G. Baxter, DC
R. W. Stinchcomb, jr., AC
D. P. Simpson, AC
C. N. Reily, AUS
R. H. Wixson, AUS
L. T. Fagan, Ch
A. W. Brazda, MC
G. S. Higginbotham, AGD
J. H. Swindle, jr., DC
R. H. Ludwig, AC
J. T. Anderson, AC
Austin Fly, Inf
C. A. Blum, AC
J. L. Simonton, AC
R. E. O'Quinn, OD
E. P. Arnold, FA
D. C. Tandy, AC
E. H. Nett, AC
R. W. Tarvin, AC
E. H. Gray, AC
J. J. Ganey, TC
J. H. Kusner, AC
L. E. Terrell, jr., CWS
J. H. McAlvin, AUS
J. W. Ingram, AC
S. D. Daniels, AC
R. A. Treneman, FA
G. A. Joines, Inf
A. W. Singer, FA
C. J. Pundsack, AC
W. H. Clark, AC
C. J. Downey, AC
S. R. Wallace, jr., AC
W. M. Thames, jr., SigC
J. F. O'Connell, JAGD
Carl Martin, AC
W. J. Gerzin, AC
H. J. Martin, AC
C. W. Nielsen, OD
R. H. Wilcox, AC
H. T. Staight, AC
E. A. Uhler, AC
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W. Hodgkinson, Jr., AC
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R. E. Wagner, FA
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O. L. Lupardus, AC
M. B. Caster, FA
H. M. Stephey, AC
D. Dougherty, AC
G. L. Barnhill, OD
H. R. Kinzer, FA
C. C. Wendler, QMC
E. L. Brown, AC
W. H. Betts, AUS
R. V. Rester, AC
C. W. Cole, AC
C. M. Parrett, AC
N. E. Rogers, jr., QMC
H. N. Brown, AC
E. P. Anastasio, AC
R. D. McAllister, AC
T. E. Hanigan, MC
W. C. Carr, CE
W. A. Vaughan, Cav
Donald Hancock, Inf
J. P. Harrison, AUS
A. E. Hallett, JAGD
A. B. Scales, MC
V. J. Reynolds, MC
R. H. Kerr, MC

(Please turn to Page 755)

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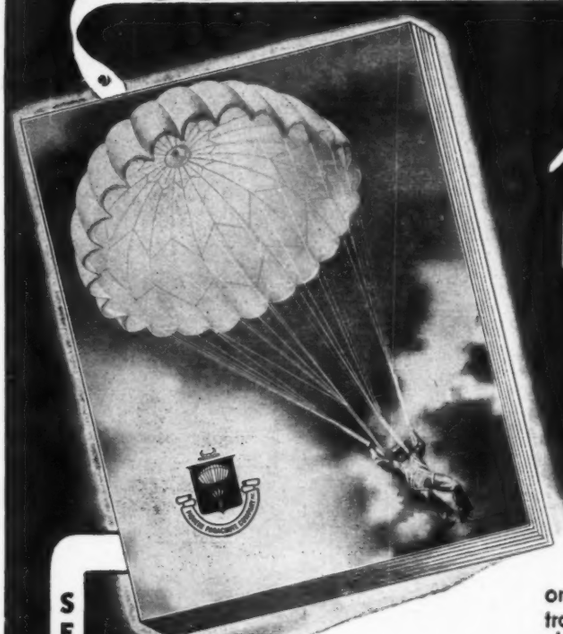

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Air Engineer, Army Air Forces

Col. George Mayo, CE, has been assigned as Air Engineer, Army Air Forces, retroactive to 7 Dec. 1943. Colonel Mayo succeeds Brig. Gen. S. C. Godfrey, USA, who has been given an unannounced assignment.

Colonel Mayo, a graduate of the University of California, was commissioned a second lieutenant in the Corps of Engineers in 1916. After the outbreak of the present war, Colonel Mayo was sent to the Panama Canal Zone as Chief Engineer of the Caribbean Defense Command. He later became Division Engineer of the Panama Engineer Division. In September, 1943, he was assigned to Westover Field, Massachusetts, as Commanding Officer of the First Airborne Engineer Aviation Unit Training Center.

Colonel Mayo and his brother, Capt. Chester G. Mayo, USN, are sons of the late Admiral Henry Thomas Mayo, Commander-in-Chief of the Atlantic Fleet during the World War. Colonel and Mrs. Mayo have two sons, Maj. George Mayo, Jr., FA, and Midshipman Henry Thomas Mayo, II, a first classman at the U. S. Naval Academy.

Release Seamen from Army

Six hundred former seamen and officers of the American Merchant Marine who had been inducted into the U. S. Army from shoreside employment in the last eight months have been released to return to sea, officials of War Shipping Administration have announced.

The men all have had previous extensive experience at sea. They were released when the Army recognized the urgent needs for sea-going manpower in the American Merchant Marine.

Gen. McClure Heads Branch

A psychological warfare branch has been set up at General Dwight D. Eisenhower's headquarters in London, dispatches this week reported. The branch is headed by Brig. Gen. Robert A. McClure, who held a similar post at Algiers.

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UNITED STATES ARMY

Warm Clothes for Nurses and WAC

Special clothing designed to bring added warmth and comfort to members of the Army Nurse Corps assigned to arctic climates and to members of the Women's Army Corps assigned to outdoor duties in cold regions has been approved for issue.

Developed by clothing specialists of the Quartermaster Corps, the cold weather outfit consists of the following principal garments—a warm parka type overcoat, wool trousers, a finely woven cotton outer trouser to ward off the wind and water, felt shoes with separate felt insoles, and a mitten consisting of a combination of an outer shell with a wool insert.

The trousers are made of wool and are fitted snugly about the ankles with knitted cuffs. Worn over the trousers is the wind resistant and water repellant outer trouser of ski pant design, made of olive drab cotton sateen with instep closure of elastic braid to hold the bottoms in place and an adjustable waistband.

The upper portion of the body is protected by a full length parka overcoat made of an olive drab, wind resistant and water repellant cotton material, and lined throughout with alpaca pile for warmth. Attached to the parka overcoat is an alpaca pile lined hood adjusted to the face by a draw-string and affording complete protection to the head.

The hands are protected from cold by a gauntlet type outer shell mitten made of leather and water repellant and wind resistant cotton cloth. The mitten is designed with the trigger finger similar to the item issued to Arctic troops. Inside the outer shell is worn a wool knitted mitten.

Protection to the feet is obtained by a high felt shoe worn over rugged wool ski socks. To provde added warmth a felt insole is placed inside the felt shoe.

Sale of Army Insignia

Prohibitions on the manufacture and sale of military insignia, which were imposed by the War Department last June, have been lifted by Maj. Gen. James A. Ulio, The Adjutant General, according to an announcement by the Military Suppliers Association of America.

"In cancelling the ban," the association said, "General Ulio clarified the situation which resulted from the enactment by Congress in December of a law reinstating all certificates of authority to manufacture and sell insignia which were in effect when the ban went into effect." Enactment of the measure followed a campaign by the Military Suppliers Association of America against what it charged was an encroachment on free enterprise which was not justified by the exigencies of war or the shortage of materials.

"Do" London on $4

The American officer or enlisted man on 48-hour leave in London can have a good time for as little as a pound—about four dollars—or even less, the War Department stated in a publicity release 20 Feb.

The Department said that "Information and Hospitality," the Army's entertainment service directed by the Special Services Division; the American Red Cross; the English Speaking Union, and other British organizations have worked out plans which provide for the service man's tastes whether they are for antiques, old churches, palaces, Hyde Park orators, zoos, museums, or just standing on the corner watching one of the world's most interesting wartime capitals go by.

Music Recording for Army

Leading dance bands are recording again for the Army along with leading symphonic organizations, military bands and vocalists. The AFM exempts V-Disc activities from their ban.

This new program of the Music Section, Special Services Division, furnishes service men with all the types of music which they had at home. Capt. Robert Vincent is in charge of the production of V-Discs, with two assistants who were formerly recording supervisors.

Army Casualties and Prisoners

The War Department this week announced the names of 506 officers and enlisted men killed in action, 1,436 wounded in action, 334 missing in action and 214 who are held as prisoners of war by Germany.

The officers and upper three grades of enlisted personnel included in the lists of those killed are as follows:

KILLED IN ASIATIC AREA

Officer Personnel

1st Lt. Homer E. Anderson — Maj. Ralph B. Tilt

KILLED IN CENTRAL PACIFIC AREA

Officer Personnel

2nd Lt. F. J. Griffin
1st Lt. H. T. Lurcott
2nd Lt. J. P. Collopy
2nd Lt. S. J. Dabrowski
1st Lt. L. M. Pullman
2nd Lt. S. J. Alenier
2nd Lt. J. Thames
2nd Lt. R. H. Meek
2nd Lt. R. H. Clarke, III.
1st Lt. J. R. Davis
2nd Lt. H. W. Lauer

Enlisted Personnel

S.Sgt. D. L. Polzien
T.Sgt. H. T. Stull
S.Sgt. F. M. Reb
S.Sgt. J. W. Shell
S.Sgt. J. F. Fenzel
S.Sgt. C. M. Shaffer
T.Sgt. F. J. Maxwell
S.Sgt. D. E. Ferguson
S.Sgt. A. E. Myers
S.Sgt. M. L. Smith
S.Sgt. R. F. Duckworth
S.Sgt. C. D. Wilson

KILLED IN EUROPEAN AREA

Officer Personnel

1st Lt. B. E. Lowery
1st Lt. W. W. Cole
2nd Lt. E. N. Cooper
1st Lt. H. G. Roberts
2nd Lt. E. S. Anderson
Maj. W. N. Anderson
2nd Lt. L. E. Carrigan
1st Lt. T. W. Reed, jr.
1st Lt. M. Demara
2nd Lt. C. G. Fuller
2nd Lt. E. S. Oltman
1st Lt. A. A. Feldstein
2nd Lt. S. Becker
FO V. V. Cates
2nd Lt. A. L. Destro
1st Lt. J. L. Pearson
2nd Lt. M. M. Franklin
2nd Lt. F. M. Hartig
1st Lt. H. J. Anderson
1st Lt. A. L. Brown
2nd Lt. J. F. Graham
FO M. B. Cook
2nd Lt. L. E. Wetzel
1st Lt. H. R. McClure
FO T. G. Baum
1st Lt. B. B. Street
1st Lt. J. E. Winter
2nd Lt. E. A. Fox
2nd Lt. J. H. Schnack
2nd Lt. A. J. Kittredge
2nd Lt. S. Kaplan
1st Lt. V. H. Day
1st Lt. A. Ryan
2nd Lt. M. E. Liming
1st Lt. V. P. Ludwig
1st Lt. S. B. Mendelsohn
2nd Lt. M. W. Mangis
FO T. A. Irvine
1st Lt. R. K. Pringle

Enlisted Personnel

S.Sgt. T. H. Gorton
S.Sgt. C. F. White
T.Sgt. A. V. Strauss
S.Sgt. R. O. Wetherbee
S.Sgt. A. M. Woodall
S.Sgt. C. M. Morris
S.Sgt. G. F. Young
S.Sgt. B. M. Salyer
S.Sgt. LaM. M. Billhelmer
T.Sgt. H. D. Boone
S.Sgt. A. G. Depew
T.Sgt. R. C. Hensley
T.Sgt. W. B. Masters
T.Sgt. T. W. Price
S.Sgt. R. J. Allen
S.Sgt. D. P. Huffer
S.Sgt. H. L. Morris
S.Sgt. C. Brown
S.Sgt. A. A. Melchiorre
S.Sgt. E. M. Odom
S.Sgt. U. G. Hupfer
M.Sgt. E. Lesnak
S.Sgt. J. J. Pavelko
S.Sgt. H. R. Kern
S.Sgt. P. Muha
S.Sgt. J. B. Baine
S.Sgt. E. R. Murphy
T.Sgt. B. Rubens
S.Sgt. F. A. Stewart
S.Sgt. W. D. Riley
S.Sgt. T. J. Keefe, jr.
S.Sgt. G. E. Sander
S.Sgt. L. W. Lemire
S.Sgt. M. F. Skiles
T.Sgt. J. A. Rosati
T.Sgt. F. W. Fox
S.Sgt. S. Schuster
T.Sgt. C. E. Krauss
T.Sgt. H. L. Hawkins
S.Sgt. R. L. Martin
SSgt. M. B. Perkins

KILLED IN MEDITERRANEAN AREA

Officer Personnel

2nd Lt. J. J. Bonneau, jr.
1st Lt. W. J. Long
2nd Lt. W. A. Martin
Capt. H. V. Wachli
Capt. R. N. Johnson
1st Lt. R. C. Glanton
2nd Lt. G. B. Bagley, jr.
Capt. J. O. Wikle, jr.
2nd Lt. W. H. Ayles
1st Lt. C. J. O'Connor
2nd Lt. N. D. Chapman
Capt. H. A. Mayhew
2nd Lt. E. H. Sweltzer
Capt. A. C. Lenaghan
1st Lt. B. E. Brown
2nd Lt. H. J. Perry
1st Lt. G. A. Arner, jr.
1st Lt. R. E. Woolhiser
1st Lt. A. H. Beville
1st Lt. G. E. Waddell
2nd Lt. L. Grossman
2nd Lt. H. G. Nelson
2nd Lt. J. F. Boyle
2nd Lt. J. V. Pusateri
1st Lt. J. T. Nangle
Capt. H. A. Raysor
1st Lt. D. F. Anderson
2nd Lt. F. S. Wetter
Capt. R. C. Fisher
1st Lt. J. F. Knowlton
2nd Lt. R. E. Wamsley
2nd Lt. K. H. Eickmeyer
1st Lt. R. D. Arnold
2nd Lt. E. N. Lipowicz
2nd Lt. K. H. Shull
1st Lt. J. A. Yocom
1st Lt. A. Sugas
Capt. A. E. Kaliher
2nd Lt. F. E. Cox
2nd Lt. R. R. Schnellbacher
2nd Lt. J. L. Tarr
2nd Lt. B. H. Slattery
2nd Lt. H. I. Texter

Enlisted Personnel

S.Sgt. C. M. Nease
S.Sgt. O. E. McIntyre
T.Sgt. E. H. Smith
S.Sgt. C. D. Hooks
1st Sgt. J. P. Marksman
S.Sgt. G. A. Strong
S.Sgt. J. Bernstein
T.Sgt. B. G. Hanson
S.Sgt. L. G. Walter
T.Sgt. A. L. Beene
S.Sgt. R. H. Hillard
S.Sgt. W. M. Upchurch
S.Sgt. R. D. McKinney
S.Sgt. W. J. Andrews
S.Sgt. L. W. Passman
S.Sgt. W. L. Anderson
1st Sgt. F. J. Jerousek
M.Sgt. M. C. McClurg
S.Sgt. N. H. Iwinski
T.Sgt. K. P. Gunther
S.Sgt. P. S. King
S.Sgt. H. R. Schaffer
S.Sgt. G. L. O'Daniel

KILLED IN SOUTHWEST PACIFIC AREA

Officer Personnel

Lt. Col. G. M. Clarkson
2nd Lt. E. Bennett
2nd Lt. S. G. Cain
2nd Lt. E. A. Waite
1st Lt. J. F. Crowley
2nd Lt. J. J. White
1st Lt. F. H. Wexler
2nd Lt. T. C. Bartnicki
2nd Lt. I. M. Levy
2nd Lt. A. T. Yeilding
2nd Lt. R. L. Guy
1st Lt. H. A. Stine
1st Lt. W. T. Kyser
1st Lt. T. P. Clark
Capt. J. M. Manders
2nd Lt. A. R. Krasnickas
Lt. Col. J. L. Grier
2nd Lt. R. E. Whitman
2nd Lt. M. A. Wood
1st Lt. G. B. Lyons
1st Lt. N. R. Lundy
1st Lt. S. P. Toth

Enlisted Personnel

S.Sgt. L. L. Winterscheidt
S.Sgt. V. L. Olson
S.Sgt. G. F. Bergbower
S.Sgt. C. FF. Potts
S.Sgt. J. L. Brown
S.Sgt. H. C. Rensink
S.Sgt. M. T. Marks
S.Sgt. F. P. Prietas

Officers included in the lists of wounded, missing and prisoners are as follows:

WOUNDED IN ASIATIC AREA

Maj. H. T. Wright

WOUNDED IN CENTRAL PACIFIC AREA

2nd Lt. J. R. Patton
1st Lt. E. R. Fissinger
2nd Lt. R. T. Mikulewicz
2nd Lt. R. K. Cramer
2nd Lt. S. C. Holty
1st Lt. W. P. Jordanek
2nd Lt. J. C. Rankin
2nd Lt. F. Stevens
2nd Lt. R. A. Lathrop
1st Lt. W. L. McLean

WOUNDED IN EUROPEAN AREA

2nd Lt. L. Bise
1st Lt. F. A. Campbell
2nd Lt. L. T. Scates
2nd Lt. C. F. Coverley
2nd Lt. J. M. Sande
1st Lt. L. A. Dwelle
2nd Lt. R. G. Bennett
FO W. R. Frederick
2nd Lt. G. W. Bartholomew
2nd Lt. R. F. Crowley
2nd Lt. J. H. Beus
2nd Lt. R. A. Burke
FO B. N. Saporta
2nd Lt. D. W. Wendt
1st Lt. G. F. Hargrove
Capt. P. Bridges
2nd Lt. J. Friedland
2nd Lt. S. Mogol
1st Lt. L. M. Bairstow
2nd Lt. J. W. Wirth
Capt. R. H. Bailey
1st Lt. J. R. White

WOUNDED IN MEDITERRANEAN AREA

2nd Lt. G. B. Engstrom
2nd Lt. L. Burns
2nd Lt. R. P. Lambert
1st Lt. D. Zaiger
2nd Lt. C. E. W. Ringsak
2nd Lt. F. E. Rick
Capt. R. J. Whitsit
Capt. J. Rockis, jr.
2nd Lt. C. F. Desjardins
2nd Lt. J. M. Montano
2nd Lt. G. B. Wolf
Capt. F. J. Elderkin
2nd Lt. M. P. Carpenter
2nd Lt. M. E. Bright
2nd Lt. L. O. Wickman
Maj. R. S. Armstrong
2nd Lt. A. Grossfield
1st Lt. C. A. Narsavitch
2nd Lt. H. Newman
2nd Lt. G. G. Zimmerman
2nd Lt. R. F. O'Hara
2nd Lt. T. J. Stockard
2nd Lt. H. H. Miyamoto
2nd Lt. R. L. Link
2nd Lt. R. L. Baldridge
2nd Lt. A. C. Blocher, jr.
1st Lt. D. Cox
Capt. R. J. Van Campen
2nd Lt. A. L. Leahy
2nd Lt. G. S. Shepherd
1st Lt. R. Bernhardt, jr.
2nd Lt. P. Fish
2nd Lt. D. O. Gebbie
1st Lt. O. C. Johnson
2nd Lt. F. J. Kratch
2nd Lt. J. E. Springer
1st Lt. D. H. Goff
2nd Lt. C. R. McNabb
1st Lt. L. M. Prosser
2nd Lt. J. E. Arnett, jr.
1st Lt. R. W. Ballinger
1st Lt. J. A. Lucas

(Please turn to Page 755)

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Report from Kwajalein

A report on the activities of the 7th Infantry Division in the capture of Kwajalein and other islands in the atoll, made by Col. Syril E. Faine, Inf., an Army Ground Forces observer who acted as deputy chief of staff of the division during the six-day campaign, was released by the War Department this week.

Colonel Faine said that several days before the actual assault, the whole division practiced it at an island on which the outline of our objective had been carefully marked with white tape. In the actual attack, he said, the Infantrymen literally had to blast the Japs out of the ground firing or throwing grenades into every hole.

"The Infantry moved in swiftly and deliberately," he said. "Every last detail had been planned in advance. The wounded were evacuated as soon as they were collected, and the chaplains had a cemetery finished by the time I left, just after the last Jap had been put out of commission."

Rear Adm. Richard K. Turner, USN, commanding the amphibious force, and Maj. Gen. Charles H. Corbett, USA,, commanding the Seventh Division, both saluted the American dead at a moving ceremony held on Kwajalein in a fenced-in graveyard built among the shattered trunks of coconut palms, Colonel Faine reported.

The Japanese were up to their usual tricks, he disclosed. Although driven steadily back from the moment the first doughboy hit the beach, they tried one abortive counterattack, led by a private first class and punctuated by loud bugle calls. Even after they were hopelessly defeated, they refused to give up. At one point in the action, an American aid station was established close to a pile of three apparently dead Japs. Only two of them, it turned out, were really dead. The third, at the bottom of the heap, pulled himself up after playing possum for a long time and fired one ineffectual shot at an American officer. Other Japs blew themselves up with grenades.

Japanese prisoners stated that their commanding officer, an admiral, had disguised himself as an army private just before the end of the battle. His body was never identified.

The landing on the Marshalls, Colonel Faine said, was preceded by one of the most intensive bombardments of the war. Both Army and Navy planes participated, and later, warships pounded the Jap defenses. "One airstrip on the Wotje atoll was so chopped up," Colonel Faine said, "that not only couldn't the Japs get a plane off it, but you couldn't even have run a wheelbarrow along it."

The aerial hammering kept up as the invasion armada, containing more ships than there were in our whole Navy at the start of the war, swept over the horizon. As the landings started, Seventh Division infantrymen who had received special amphibious training drove their own "alligators" and "ducks" toward shore, and later ferried supplies back and forth from the mother ships.

The doughboys had relatively easy going when they first hit the beaches, advancing 1,300 yards on the first day. On the second day, they began to run into lines of pillboxes, against which they advanced with combat Engineers right behind them. With flamethrowers, grenades and other weapons, the infantrymen calmly cleaned out each pillbox as they got to it. The Engineers used 400 tons of dynamite on two islands alone, levelling everything on them.

Colonel Faine paid special tribute to the division's Artillery, which dropped tons of shells on the enemy's positions before and during the Infantry's advance, and to the Cavalry reconnaissance troop, which spearheaded landings on several islands and killed almost as many Japs as its total strength.

Colonel Faine, a former instructor in tactics at the Infantry School, Fort Benning, Ga., was graduated from the United States Military Academy at West Point, New York, in 1919.

VITAL INFORMATION is in every issue of the Army and Navy Journal. Prompt renewal of your subscription will insure you against missing copies.

Navy Commissions Negroes

Selection of Negro candidates for commissioning as officers in the U. S. Naval Reserve is now being made to fill approximately 22 available billets.

Twelve qualified enlisted men will be selected as line officers, with the rank of ensign.

Ten professionally qualified Negroes will be commissioned as staff officers, with the rank of Ensign or Lieutenant (jg), depending upon the ages and professional qualifications of the men commissioned. It is anticipated that these staff officers will be appointed from civilian life. Two officers will be selected for each of the following Naval staff duties: Chaplain Corps, Dental Corps, Medical Corps, Civil Engineer Corps, and Supply Corps.

The Negro enlisted men commissioned as line officers will be given a special training course of from three to six months' duration at the Naval Training Station, Great Lakes, Ill. Upon completion of this course the officers will be assigned to duty initially at the Naval Training School, Hampton Institute, Va., and the Great Lakes Station. The staff officers also will be given a short indoctrination course at Great Lakes.

Also two new Naval antisubmarine vessels will be manned predominantly by Negro crews. A destroyer escort under construction at the Boston Navy Yard, initially will have an enlisted crew of 160 Negroes and 44 whites. The white ratings will be limited to billets requiring specialized training or experience not yet had by Negroes. As soon as Negroes qualify, they will replace the white enlisted members.

A patrol chaser (PC) building at the Consolidated Shipbuilding Corporation, Morris Heights, N. Y., will have an initial crew of 52 Negroes and nine whites. It is anticipated that this vessel, which is scheduled for commissioning late in March, also will be manned eventually by an all Negro crew.

Changes in Armored Command

The title and function of the Armored Command, Fort Knox, Ky., has been changed to conform with other Army Ground Forces units. Redesignated as the Armored Center, 19 Feb., the Center will continue to be charged with the inspection of the state of training and equipment of the Armored School, Armored Replacement Training Center, and armored units which are assigned or attached to other elements of the Army Ground Forces.

This furthers the policy of placing armored units and establishments in normal command channels. The Armored Center, comprising Headquarters and Headquarters Company, Armored Center, the Armored School and Armored Replacement Training Center, has been assigned to the Replacement and School Command, Birmingham, Ala.

The Armored Board will operate directly under Army Ground Forces Headquarters and will continue to confer with the Center on all development work and the testing of new equipment.

Maj. Gen. Charles L. Scott, who has been acting chief of the Armored Command will direct the Armored Center.

Right to Naval Command

Naval regulations providing that when forces commanded by Naval Reserve and Regular Navy officers operate together, commanders and higher of the Reserve shall be subordinate to commanders of the Regular Navy has been modified to permit specific assignment of an officer, without regard to his component, to command the joint forces.

As modified, the regulation, paragraph 150 (8), states:

"For the purpose of determining who shall exercise command over forces acting in conjunction, composed of vessels commanded by officers of the Naval Reserve and vessels commanded by officers of the Regular Navy, or over military units composed of forces, acting in conjunction, commanded by officers of the Naval Reserve and officers of the Regular Navy, an officer of the Reserve of or above the rank of commander will be regarded as junior to commanders of the Regular Navy, unless a specific officer shall have been ordered by higher authority to command the forces acting in conjunction."

The modified regulation thus permits higher authority to order that ranking Reserve officers may command units commanded by Regular commanders.

Navy Lt. Comdrs. Promoted

The following lieutenant commanders of the line and staff of the Naval Reserve were promoted to temporary rank of commander, effective 11 Feb.:

Classification DE-V(G)

P. W. Siegrist	J. W. Buxton
E. C. Burke	J. E. Kirkpatrick
R. D. De Kay	F. A. Jones
C. L. McAuliffe	R. A. Wilhelm
H. K. Leslie	J. S. Horner
J. A. Corwin	H. F. Traua
J. T. Dimon	A. J. Hill
F. S. Kirk	L. O. Armel
H. L. MacBride	H. P. Wright, jr.
A. D. A. Crawford	B. W. Arnold, III
W. H. Putnam	I. C. McKee
H. T. Doughty	J. R. Dalx
M. Radom	G. R. Keating
J. W. Millard	W. T. Vogan
G. B. Coale	R. R. Stevens
A. Jackson, jr.	M. H. Harris
L. L. Young	D. C. Brown

Classification E-V(G)

G. E. Howell	J. H. Moore
J. W. Palen	G. W. Molesworth
E. B. Flaherty	L. L. Kuske
H. W. Piquet	W. T. Alexander
C. H. Nelson	H. B. Abrahamson

Classification C-V(G)

L. Winser

Classification D-M

E. L. McManus	F. S. Dowd
A. C. Larsen	J. M. Paulsson
J. W. McElroy	C. B. Hamblett
H. J. Olsen	F. E. Angrick
G. E. Ely	F. M. Kiley
S. P. Perle	E. Fluhr
F. Fender	L. J. Atwood
A. L. Cruser	R. C. Spaulding
A. D. Elb	H. G. Hansen
J. D. Hoffman	J. T. O'Pry, jr.
F. H. Spring	W. L. Bray
E. B. Holdorff	C. L. Kiewert
E. E. Thorne	H. L. Hansen
H. J. Schroeder	G. D. Arntz
J. H. Henderson	W. L. Sorenson
H. B. Fluck	LeR. J. Alexanderson
W. E. Carlson	A. C. Thompson
D. R. Phoebus	J. B. Blain
W. H. Fogarty	J. W. Labelle
D. J. Houle	J. P. Clark
J. G. Hart	J. M. Payne
W. A. Barr	P. L. Drouin
A. C. Kopper	C. R. Beyer
O. J. Stein	

Classification E-M

P. Newman	A. R. Bennett
J. E. Ederer	T. E. Cluff
H. G. Shriner	R. F. Pedersen
J. Kranak	A. K. Culen
J. E. Tsavaris	N. M. Carlson
M. Goodman	E. Trosino
E. McB. Gaillard, jr.	C. M. Moe
L. A. Marbet	R. G. Burley
A. F. Wild	W. C. Angus
F. C. Terres	M. Gonzales

Classification D-V(S)

J. F. Leete	S. K. Day
G. S. Perkins	R. C. Hyatt
A. Fulmer	W. D. Kipp
H. O. Foss	F. W. Pierce
W. M. B. Freeman	G. D. Fitzhugh
G. F. Adams	C. J. Frisbie
T. W. Sterling	S. E. Morison
J. B. Shipman	X. M. Smith
W. M. Darlington	J. Kremer, jr.
T. F. C. Walker	C. E. Haglund
F. J. Condon	G. Prifold, jr.
C. E. Morck	G. E. Burwell, jr.
C. N. Glew	

Classification C-V(S)

H. B. Morris	F. Best
E. E. Wolcott	J. S. Cross
L. F. Watson	P. D. Miles
G. M. Withington, jr.	W. F. Minners

Classification C-V(X)

G. W. Daisley

Classification A-V(S)

E. M. Shields	M. M. Garrison
J. E. Walrath	J. P. Kellogg
D. H. Read	G. G. Lamb
R. Sinclaire	H. J. Marx
A. W. Ames	R. C. Hall
J. A. Carter, jr.	F. G. Arnold
B. L. Lawrence	T. H. Simmonds
C. A. Bates	W. H. Branch
R. T. Whitney	

Classification A-V(RS)

P. A. Sugg	A. C. Packard

Classification CC-V(S)

R. J. Zanzot

Classification E-V(RS)

R. H. Parker	W. A. Eaton

Classification O-V(S)

W. L. Tann	J. D. Corrigan
V. Hicks	J. W. Malley
A. Dangler, jr.	

Classification E-V(S)

H. H. Horne	R. B. Wright
F. C. Houghten	W. E. Hubbard
L. F. Beach	A. M. R. Fitzsimmons
R. H. Emerick	C. C. Carmine
J. H. Dorsey	W. A. Drury
A. W. Maddox	P. Zotti, jr.
M. I. Kearns	R. W. Schurr
W. B. Armstrong	R. B. Johnson
J. K. Ingham	H. J. Burke

Classification MC-V(G)

H. H. Haight	H. S. Glidden
R. H. Southcombe	E. R. Hammersley
A. M. Glickman	Moore Moore, jr.
S. C. Bostic	S. Leland
K. H. Smith	D. H. Daniels
J. K. Hawes	F. D. Gindhart
H. C. Watkins, jr.	F. S. Meck
C. R. Pents	J. S. Webb, jr.
M. R. Furman	R. Boggs
W. C. Parsons	R. F. Carmody
G. G. English	E. Vieira
E. E. Alexander	P. A. Haley, II
M. M. Kales	J. W. Chamberlain
E. T. Gary	J. H. Giesen
J. O. Redding, jr.	E. E. Napp
H. D. Barnshaw	

Classification MC-V(S)

R. "W" Shirey	S. Freedman
J. P. Stump	R. D. Millard
J. J. Rupp	H. Lieber
C. W. Trexler	O. M. Lawton
M. Wishengrad	P. H. Schraer
F. H. Falconer	S. J. Lewis
C. W. Bunnell	R. S. Bray
E. J. Losli	W. L. Poole
J. L. Sagebiel	J. Ohanneson
H. Warren	R. G. Vaughan
H. K. Russell	J. Goldfeder
G. C. Wilson	E. L. Calhoun
R. G. Freeman, jr.	F. M. Rice
J. B. Pettis	H. I. Weinstock
I. C. Nichols	W. E. Borley
H. A. Rothrock, jr.	J. A. Reisinger
T. C. Pratt	J. A. Wilson
F. H. Krock	O. P. Smith
D. A. De Santo	R. R. Steen
H. McK. Purcell	A. Kapian
L. E. Skilling	R. T. Spicer
B. E. Goodrich	J. H. Barnard
R. H. Fogel	P. H. Beard
G. R. Smith	O. H. Ball, jr.
W. F. Hand	A. C. Hoffpauir
P. Mote	R. L. Irwin
C. D. Miller	C. S. Swan
W. J. Shudde	V. W. Logan
H. A. Blaisdell	E. H. Caldwell
W. E. Austen	G. L. Coates
E. C. Smith	N. E. Bear
C. D. Awe	J. P. Long, jr.
T. G. Walsh	G. L. Drennan
K. B. King	D. F. Hoyt
G. G. Burkley	H. A. Plank
J. P. Monks	A. P. Preston
R. J. Kennedy	E. T. Foy
S. Johnson	J. M. Porter
A. B. Stockton	L. S. Deason
R. N. Klemmer	R. F. Salot
F. O. Fay	J. D. Campbell
C. E. Gardiner	T. P. Rogers
J. C. Root	F. Shapiro
A. C. Ernstene	E. N. Jones
A. E. Rosenberg	J. F. Ralston
J. A. Miller	B. E. Davis
H. M. Dixon	C. C. Terry, jr.
J. P. Macnie	W. B. Key
I. H. Jones	B. I. Krehbiel
A. A. Bennett	R. R. Goad
P. B. Gallegos	G. Collier
A. J. Vorwaid	F. B. Smith
H. S. Hoffman	W. H. Levy
W. J. Engel	C. D. Hunter
L. Bromberg	J. V. Flack
A. Ross	D. G. Willard
J. R. Nahon	F. G. Irwin
D. D. Tollelmier	C. W. Richardson
F. A. Scott	E. D. Crowley
A. M. Ecklund	G. W. Brown
B. L. Brinsley	R. J. Connors
F. T. Bond	A. E. Ady
H. M. Chandler	E. C. Fox
A. L. Osterman	N. L. Robbin
L. T. Sussex	G. A. Esslinger
J. N. Williams	D. D. Charmak
D. H. Werden	L. F. Richards
C. A. W. Cline	R. W. Weisiger
H. E. Isaacks	W. T. Ferris
J. T. Nicholson	H. Hirshland
W. G. Scott	W. J. Sheehan
C. L. Denton	C. B. Shacklette
D. E. Hale	J. W. Jones
L. E. C. Joers	M. V. Kapplus
J. W. Skinner	H. E. Duncan
R. H. Fletcher	S. S. Parks
R. France	F. A. Donaldson
J. F. Ramsay	G. W. Robinson, jr.
L. K. MacClatchie	A. V. Veer, II
J. F. Rech	M. Lake
J. P. P. McVay	J. M. Fleming
J. D. Wilson	J. M. Steele
F. B. C. Geibel	R. G. Stuck
H. K. Albertson	G. V. A. Conover
E. M. Fetter	K. S. McIntyre
F. Fetter	H. Boysen
M. A. Jacobson	C. C. Potter
E. M. Bessie	C. K. Wier
A. O. Swenson	J. L. Custer
C. L. Cohen	J. S. Quigley
S. Von Christierson	H. F. O'Donnell
G. T. Gwathmey, jr.	R. T. Paige
C. M. Tirrell	G. L. Athey
L. V. Gibson	J. E. Higi
W. S. Lawler	W. P. Goddard
R. T. Holden	F. J. Murphy
P. E. Iauch	W. K. Slack
E. L. Jewett	L. W. Tobin
S. L. Hornstein	J. G. Gilbert
P. A. G. Johnson	A. T. Morris
W. W. Newman	J. I. Hall
E. R. Snyder	J. D. Mabry
T. V. Z. Gudex	F. D. Linn
R. W. Dwight	M. J. Hantover
S. W. Shimonek	D. D. Young
J. E. Strauge	S. Ball
C. H. Brown	F. R. Anderson
H. B. Burr	V. K. Funk
J. C. Dubois	M. Q. Ewing
E. P. Cathcart	J. L. Kobacker
C. A. Earl	T. A. Andrews, jr.
N. M. Marr	L. Gunther
P. F. Czwalinski	J. E. Ludwick
C. W. Olcott	J. Kulowski
H. W. Cummings, jr.	W. Jellis
S. J. Stabins	J. Jacobson
H. J. F. Kullman	S. Tripler
J. Love	B. F. Sowers
D. W. Sherwood	N. J. Schuman
J. H. Butts	G. F. Zarbaugh
R. R. Myers	L. M. Moore
H. E. Allen	J. T. Lewis
R. A. Demotte	J. T. Hunter
P. C. Noble	D. R. Keller
H. F. Burkwall	F. E. Dye
H. P. Stimson	W. L. Stallworth
A. W. Hobby	W. K. Stowers
W. T. Rees	J. C. Youngblood
J. B. Anderson	L. J. Frank
D. A. Carson	B. J. Ashley
W. A. Simunich	G. H. O'Kane
W. Bartlett, jr.	W. M. Thomas
S. Maisler	W. R. Wilson
M. C. Mensor	F. K. Morris
E. D. Anderson	M. W. Hall
H. H. Jensen	S. J. Winter
J. E. Roberts	C. D. Benson
E. B. Dunphy	F. G. Thompson, jr
W. F. Hoyt	F. W. Taylor
B. M. Stephens	A. P. Rhamy
L. L. Sandler	E. H. Wangelin
H. A. McLean	C. C. Torrance
P. L. Peterson	H. W. Ingham
R. D. Proctor	H. H. Hiscock
P. L. Yordy	J. E. Norment
L. P. Kirkpatrick	R. C. Swisher

(Continued on Next Page)

Lt. Comdrs. Promoted

(Continued from Preceding Page)

L. W. Angle
M. C. Cameron
R. M. Price
B. C. Hensley
A. A. Norconk
J. P. Nesselrod
F. W. Dwyer
B. M. Baird
J. H. Closson
H. Chor
L. R. Pyle
H. H. Berman
R. D. Anderson
B. J. Wolpaw
G. S. Bates
W. E. Akin, jr.
R. J. Williams
J. B. Josephson
E. T. Dewey
G. E. May
J. M. Lynch
M. C. Harris
M. M. Jacobson
D. J. Murphy
H. F. Ulrich
D. W. Kirby
R. Mostwill
H. Schluederberg
R. L. Sharp
J. K. Glen
M. G. O'Brien
A. P. Rieman
J. L. Flannery
W. P. Davis
J. H. Rogers
J. J. Eberhart
D. K. Lessig
E. K. Houck
C. H. Harney
C. H. C. Smith
M. H. Porterfield
S. W. Litzenberger
E. G. Hamilton
R. F. Sanders
F. B. Littlefield
H. P. Saunders
H. P. Lyle
C. T. Hunter
J. G. Riley
D. G. Kilgour
E. W. List
K. W. Hahn
C. C. Rudolph
P. W. Day
W. S. Chadwick
O. M. Holmes
P. S. Haley
T. F. Reuther
R. R. Baldridge
L. A. Shifrin
D. W. Branham
J. F. Wyman
E. T. Lentz
R. W. Teed
W. P. Sadler
M. P. Crane
A. L. Mitchell
F. G. Vieira
E. L. Rixford
H. T. Anderson
J. A. Beauchemin
F. E. Garfield
R. F. Solley
J. R. Stites
C. J. Delaney
H. Halprin
A. G. Markel
J. H. Willard
I. Jacobs
C. C. Thomas
D. W. Marquis
M. J. Matzner
W. E. Delphey
J. A. Wood
E. L. C. Thomas
D. H. Morgan
D. C. Moore
R. A. Klemm
M. C. Overton, jr.
J. T. Harrington
T. B. Russell
L. Abelson
J. V. Treynor
L. L. Bean
W. R. Hunt
G. H. Clark
R. H. Appel
R. H. Blood
T. O. Lake
F. P. O'Hara
V. L. Barker
J. F. Woodward, jr.
A. M. Dean
G. E. Tiedke
G. H. Davis
R. V. Harr
H. L. Hartley
L. O. Toomey
T. H. Armstrong
R. L. Schaefer
M. B. Small
L. M. Nelson
F. H. Downing
G. D. Geckeler
D. F. Kerbow
A. G. Sullivan
H. C. Jones
J. M. Hill
P. E. Rothman
H. P. Rover
J. H. Burrows
F. A. Ellis
S. G. Holster
G. S. Miles
H. M. Bishop
H. S. Zeve
A. S. Dowling
S. H. Black
J. C. Drake
D. A. Hoxie
J. L. Barnett
C. E. Bachman
R. H. Frost
R. R. Slucher
R. A. Reading
B. L. Bryant

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N. S. Brown
R. W. Upchurch
J. M. McKinney
P. P. Henson
H. W. K. Dargeon
David Ulmar
T. E. Dinan
L. E. Darrough
D. P. Evans
F. A. Holden
J. B. Mathewson
W. T. Gibb, jr.
E. D. Dorris
E. A. Falk
J. G. Carlton
G. L. Becker
J. A. Ramsay
H. R. Hartwell
R. A. Benson
G. D. Maner
E. H. Steele
C. L. Morrow
M. O. Boudry
S. A. Isquith
A. R. Klopfenstein
W. S. Littlejohn
R. R. Callaway
V. B. Satterfield
M. M. Coplan
E. W. Thurston
A. W. Naslund
H. P. Lange
M. N. Hosmer
F. A. Smith
K. H. Lowe
A. A. Humphrey
W. A. Coates
M. P. Gordon, jr.
Abram Weiss
J. C. O'Gwynn, jr.
E. G. Givhan, jr.
W. C. Holmes
C. H. Peterson
H. V. Findlay
C. E. Brown
N. J. Birkbeck
H. H. McGee
C. N. Davis
T. F. Magovern
A. J. Wineland
R. S. Schwab
J. W. Budd

Classification DC-V(G)

E. N. Clark
H. W. O'Grady
J. H. Costenbader, jr.
W. W. Chase

Classification DC-V(8)

G. M. Platt
P. M. Shaw
N. H. Martin
D. L. McKee
C. W. Lincoln
G. D. Odlorne
D. H. Nichols
P. T. Goad

Classification SC-V(G)

O. A. Dole
Lewis Gluick
E. W. Fenton
C. G. Carr
C. G. Grimes
D. W. Wetzel
B. H. Micou
Lawrence Lockwood
D. DeW. Hunt
L. J. Roberts
A. F. Campbell
W. H. Parcels
A. P. Jennings, jr.
D. G. Maraspin
G. N. Lantz

Classification SC-V(8)

H. C. Hill
N. S. White
M. A. Feinstein
W. A. Metcalf
T. B. Nickson
M. J. Tracy
Erich Von Siefart
J. I. Simon
P. E. McMaster
P. W. Walker
T. W. Bennett
C. B. Beymer
R. G. Osterheld
A. J. Horton
E. H. Berger
W. H. Hutchens
A. C. Ohman
W. W. Hurst
H. R. Cummings
J. E. Wilson, jr.
Guerdan Hardy
J. I. Farrell
L. A. White
L. E. Potter
S. A. Kelm
J. D. MacPherson
R. A. Hicks
P. T. Quarry
R. L. Thomas
G. A. Stevens
N. C. Norcross
W. L. Voegtlin
J. F. Lovejoy
A. J. Mourot
C. W. Letcher
F. D. Hankins
H. W. Jacox
C. T. Hazzard
F. C. Hanson
P. M. Corboy
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L. G. Brown
J. C. Hatch
K. R. Weston
H. L. Apollonio
J. P. Aderhold
J. A. Brown
F. W. Bell
M. P. S. Spearman
J. B. Nuckolls
D. M. English
S. R. Feldman
A. P. McGinty
A. J. Buist, jr.
W. R. Glenn
W. T. Buddington
D. R. Nelson
P. L. Danna
E. B. Walker
C. R. Lees
C. C. Garver
P. L. Phillips
J. J. Brown
F. R. Philbrook
H. G. Whitehead, jr.
H. J. Rickard
I. G. Linton
T. N. Jacob
P. A. Schnell
J. E. L. Thomas
J. R. Horn

Classification DC-V(8)

R. S. De Waters
M. A. Moon
H. P. Jones
E. W. Schuessler
F. J. Petrie
R. E. Blair
K. W. Windes
L. E. Paro
H. J. Barwood
W. E. Vogler
R. L. Lazo
Harry Anthony
M. F. Angle
H. H. Landgraf
W. E. Max
R. E. Ramey
E. J. Speer
R. L. Aker
Oswald Sanford
C. M. Boundy
T. C. Herlihy
H. C. Stoa
F. R. Bloomburg
H. B. Elliott
W. J. Geller
E. L. Elliott
H. A. Waterworth
C. A. Zoller, jr.
A. L. Myrland
L. M. Wright
T. A. Duncan
G. G. Fisher
H. W. Hyatt
H. J. Koch
J. L. Truslow
J. S. Seidman
J. H. Shaw
C. B. Hall
W. T. Nesbitt
A. E. Pfrommer
Harry Kahan
H. E. McMahan
F. F. Johnson
H. S. Bowen
W. M. Landau
J. C. Bennett
A. D. Bates
C. H. Franklin

Classification SC-M

W. E. Heaslip
R. S. Mecklem

Classification CHC-V(G)

L. A. Shearer
A. O. Martin

Classification CHC-V(8)

C. M. Drury
J. G. Armstrong, III

Classification CEC-V(8)

S. P. Zola
L. G. Lloyd
M. S. Fitzwilliam
L. G. Frost
R. C. Hollyday
M. W. Whitaker
I. E. Blatt
J. B. Cantwell
E. C. Clawson
J. J. Lovell
B. D. Seeley
W. V. Washbaugh
N. L. McCready
C. W. Bitting
J. L. Knipe
D. M. MacArthur
G. H. Happ
R. W. Yoemans
L. B. Race
R. S. Butler
A. C. Meade
A. B. Wenderoth
R. E. Prentice
J. B. Musser
F. J. McCann

Classification SC-M

Alexander McCallum
C. P. Gehrig

Classification CHC-V(G)

J. D. Zimmerman

Classification CHC-V(8)

W. E. Collins

Classification CEC-V(8)

Ralph Bryan
H. W. Risteen
J. C. Tily
W. T. Wright
F. A. Mason

Lieutenant commanders whose previous appointments to the rank of commander which continue only while serving in specified duties are terminated and who are reappointed to the rank of commander for temporary service in the Naval Reserve without restriction as to duty station.

H. E. Walker
G. W. Whiteside
F. R. Putnam
E. F. Kiefer
F. M. Curran
G. A. Parsons
E. W. Glines
L. J. Modave
J. I. MacPherson
W. D. Flanders
Leonard Marbury
E. B. Erickson
D. A. White
C. M. Louttit
S. H. Ordway, jr.
J. T. Gorin
Edward Breed
R. F. Yager
H. C. Merwin
D. C. Burroughs
E. C. Palmer
W. L. Moise
C. W. King
C. C. Caveny
E. C. Genereaux, jr.
Blackwell Newhall
C. E. Ames
E. C. Gray
J. K. Jayne
P. K. Leberman
C. L. Ashley
H. C. Butcher
M. E. Paradise
H. T. Engstrom
D. M. Melanest
P. J. Piccirilli
R. W. Orrell
F. G. Kear
L. K. Marshall
Ferdinand Jelke, III
D. P. Caulkins
H. P. Davison
C. E. Smith
Thorne Donnelley
E. C. Bench
M. P. Aldrich
W. C. Weatherill
G. S. Smith
H. F. Guggenheim
H. D. Moulton
R. O. Phillips
D. C. King
G. F. Jacobs
A. A. de la Houssaye
F. B. Gary, jr.
R. H. Alcorn
M. H. Avery
Richard Spencer
Jesse Ormondroyd
H. S. Williams
W. H. Egan, jr.
Sherwood Heckrotte
E. N. Dingley, jr.
M. L. Hummel
F. M. Hall
E. J. DeCosta
A. B. McGraw
E. H. Crosby
E. F. Holman
A. F. Coburn
R. P. Henderson
J. J. Mundell
E. P. Owen
R. C. Ransdell
C. C. Fulton
G. C. Chiles
E. S. V. Laub
R. E. Solt
Carnes Weeks
S. M. Smith
J. W. McPheeters
W. T. Tompkins
C. L. McCarthy
T. H. Pargen
S. C. Lyons
A. B. Ltitierer
M. H. Benson
W. B. West
J. G. Jenkins
J. W. Landregan
Paul Johnson
S. W. Donogh
E. L. Johnson
J. H. Austin
J. H. Stewart
E. H. Wagner, jr.
W. L. Nelson
L. C. Peppell
J. T. Reside
J. P. Blundon
P. M. Jeffords
J. F. Halpin

Lieutenant commanders appointed to the rank of commander for temporary service in the Naval Reserve subject to the officer's consent to change of classification.

A. T. Pamperin
J. L. Martin, jr.
A. M. Sellers
*S. J. Singer
*J. H. Healy
R. D. Hughes
W. T. Moore
P. R. Taylor
H. C. Aller
C. W. Rhodes
*A. E. Julin
L. A. Gillies
J. A. d'Avi
C. P. Rambach
L. C. Keating
W. T. Hart, jr.
G. C. Shepherd, jr.

*Previous appointment to the rank of commander while serving in specified duties terminated and reappointed to the rank of commander for temporary service in the Naval Reserve of the United States Navy without restriction as to duty station.

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DSM to General Holcomb

The President has this week signed H.R. 3760, the bill that authorizes him to present a Distinguished Service Medal, in the name of Congress, to General Thomas Holcomb, USMC.

The award is "for exceptionally meritorious and distinguished service to the Government in a duty of great responsibility as Commandant of the United States Marine Corps."

General Holcomb has been recalled from retirement and placed on active duty, but his present assignment has not been made public.

Promotion of Marine Privates

In a move designed to slow advancement of new recruits at the expense of men who have had overseas combat or other field service, Marine Corps Headquarters has removed authority for commanders to promote privates to private first class on completion of recruit training.

The new promotion policy authorizes promotion to private first class of 75 per cent of the combined total of privates first class and privates in the authorized allowance of the command, except for organized Marine detachments of naval vessels. In addition, all privates having six months or more of satisfactory service may be advanced. All men in the authorized allowance of organized Marine ship detachments shall be in grade of private first class, at least.

This just repealed authority to promote privates after boot training is of longer standing than the authority to promote all privates with six months' satisfactory service, the latter being granted in December, 1943.

However, effect of the former policy was to bar advancement of many men in the field. About 50 per cent of the recruits coming into old units were in grade of private first class, and since only 75 per cent of the sixth and seventh grade men in the unit could be in grade of private first class, many men with long service were barred from advancement.

Flight Pay on Promotion

The Comptroller General has held (decision B-39166) that a Navy enlisted man who, after his temporary appointment as a warrant officer under the act of 24 July, 1941, continued to perform aerial flights under orders issued to him as an enlisted man by his commanding officer, instead of under orders of the Bureau of Naval Personnel assigning him to flying duty in his status as a warrant officer as required by Executive Order No. 9195, is not entitled to flying pay after the effective date of his temporary appointment as warrant officer.

Where a Navy enlisted man, subsequent to the date of his temporary appointment as a warrant officer, continued to perform aerial flights under orders issued to him as an enlisted man by his commanding officer, instead of under orders issued by the Bureau of Naval Personnel assigning him to flying duty in his status as a warrant officer as required by Executive Order No. 9195, the saved pay provisions of section 7(a) of the act of 24 July, 1941, as amended, do not operate so as to save him the flying pay of his permanent enlisted grade after the date of his temporary appointment as warrant officer.

Last Class at Quonset

With the graduation of the class last week indoctrination training was discontinued at the Quonset, R. I., Naval Air Station. The school will be combined with the Indoctrination School for Deck Officers, Hollywood, Fla.

Certificates were presented to 246 members of the class by Rear Adm. William S. Pye, USN, commandant of the Naval Operating Base, Rear Adm. C. T. Durgin, USN, Capt. Ben. H. Wyatt, USN, commanding officer of the station, and Comdr. E. K. Zitzewitz, USN, officer in charge of the school.

Marine Corps Changes

The following changes in assignments of Marine Corps officers have been announced:

Lt. Col. Hawley C. Waterman to duty as commanding officer of the Motor Transport School, Camp Lejeune, New River, N. C.

Lt. Col. Clifford Prichard, from Headquarters, Department of the Pacific, San Francisco, Calif., to Marine Barracks, Puget Sound Navy Yard, Bremerton, Wash.

Lt. Col. Robert D. Moser, from Headquarters, to aviation duty at the Marine Corps Air Station, Santa Barbara, Calif.

Lt. Col. August Larson, from staff of the Marine Corps School at Quantico, Va., to duty overseas.

Lt. Col. Francis J. McQuillen, to duty at Quantico, Va.

Lt. Col. Samuel S. Yeaton, from duty overseas, to Camp Lejeune, New River, N. C.

Lt. Col. William G. Robb, from Quantico, Va., to Camp Lejeune, New River, N. C.

Maintenance is a war job—your war job. So make it easier for yourself. Remember that Preventive Maintenance is the easiest maintenance.

Sea Service Casualties

Casualties in the Navy, Marine Corps and Coast Guard announced from 21 through 23 Feb., include the following:

SAFE

U. S. Naval Reserve

*Lt. (jg) H. C. Carby, jr.

DEAD

OFFICER PERSONNEL

U. S. Navy

*Mach. E. G. Richmond

U. S. Naval Reserve

*Lt. (jg) M. C. McKinney
Ens. R. W. Carlin
Ens. D. M. Milligan
Ens. E. H. Fletcher
Lt. (jg) A. E. Maines
Ens. Andrew Peterson
Ens. M. S. Richardson
*Ens. W. B. Baker
Elect. C. J. Baumann
Lt. F. E. Bailey
Ens. J. G. Donnell
*Ens. D. R. Besmehn
*Lt. (jg) G. E. Waugh
Lt. D. B. Mallams
*Lt. (jg) F. J. Schloomer
*Lt. J. W. Richey

U. S. Marine Corps

1st Lt. W. R. West

U. S. Marine Corps Reserve

Lt. Col. A. J. Dyess
1st Lt. B. S. Preston, jr.
2d Lt. J. F. Kehoe
1st Lt. T. H. Fitzgibbons
1st Lt. R. E. Reiss
2d Lt. D. C. Joy
1st Lt. W. S. Wheeler
1st Lt. L. R. Toelle
x1st Lt. W. M. Fleming
1st Lt. E. C. Hempelman
1st Lt. J. V. Power
1st Lt. Paul Stein
1st Lt. H. B. Eastburn, III
1st Lt. R. L. Barkwell

ENLISTED PERSONNEL

U. S. Navy

*F2c Clarence Ash
PhM2c B. N. Baumann
*CMM L. T. Womack
TMM1c Claude Bourque
*MM1c J. A. Dunn, jr.
RadarM3c R. J. Fritzen
*MM1c Morton Silverfine
S1c C. A. Hood
*ARM2c D. C. Wheaton
MM1c W. E. Alverson
EM2c R. A. Burren
*S1c R. F. Henry
CMM L. N. Andersen
*GM3c F. P. Klataske
S1c W. B. Gilman
S1c W. K. Shull
CPhM J. A. Putis
PhM3c M. D. Webster
S1c J. R. Pope
PhM1c R. G. Smith
Mlc J. V. Johannes
*F2c F. A. Re
CCS F. N. Sokolich
*APlc G. L. Spearing, jr.
*S2c Howard Sparks
MM1c R. J. Ahlberg
ARM1c W. P. Terry
ARM C. B. Jarrett

U. S. Naval Reserve

*ARM3c R. C. Reynolds
ARM3c G. W. Josey
PhM3c E. B. Haake
*EM1c C. W. Legarde
WT3c J. J. Gallagher
MM1c S. S. Snyder
SM3c J. N. Giffin
*S1c A. E. McDermaid
*TMM3c J. F. P. Cahi
RM2c J. W. Richmond
*S1c E. T. Stroud
MMM2c H. R. Kalshuck
*GM3c J. P. Gavatorta
SM3c B. M. Lynch
*S1c Leon Friedman
SM3c Louis Patten
ARM2c L. W. Gretter
S2c A. J. Meehan
*S1c W. A. Dunn
PhM3c J. W. Hoyt
MMM1c A. J. Deangelus
AOM2c Andrew Shubin
CMMM D. F. Hamilton
RM2c R. M. Crow
*S1c R. J. Donovan
S2c H. H. Chipps
TMM2c W. W. Naeser
PhM3c H. M. Hiney
*ARM1c E. P. Williams
SC1c J. A. Easterling
MMM2c N. L. Wood
MM2c Clark Fisher, jr.
S2c R. D. Spinks
TMM3c T. A. Will
S1c N. M. Vietor
*S2c C. A. Shockley
S2c J. W. Southern
MMM1c E. I. Sherman
S1c I. L. Gee
F3c Elle Smerka

U. S. Marine Corps

Pfc. D. L. Watson
xSgt. N. R. Schantzenbach
Cpl. D. J. Sommerkamp
Pfc. J. W. Hancock
Pfc. Alexander Smith
Pfc. L. V. Pappano
Cpl. J. E. Williams
P.Sgt. Louis Gargano
Sgt. F. R. Shaffer
Cpl. J. J. Rumford
Sgt. Wilson Morgan
Pfc. J. J. O'Shaughnessy
xSgt. C. A. Lentine
Cpl. H. C. McQueen
Pfc. R. A. Burlingame
Pvt. M. L. Hurlbut
Pvt. R. R. Taylor
Pvt. L. N. Howard
Cpl. G. W. Brock, jr.
Pvt. C. R. Leggett
Pfc. E. R. Bunch, jr.
Pfc. R. W. Johnson
Pfc. Anthony Caliari
Cpl. J. P. Karlon
Pvt. Dominick Agostine
Pvt. R. P. Neilson
Pfc. R. F. Megow
P.Sgt. James Adams
x1st Sgt. L. F. Graham
Pvt. D. T. Denton, jr.
*Cpl. G. A. Hirt
Pfc. P. G. Southerland
Pfc. M. S. Schwartz
*Pvt. W. J. Brophy
Pvt. R. C. Smale
*Pfc. C. E. Blackmon
Sgt. J. C. Drumright
*Cpl. R. H. Marshall
Pfc. F. B. Moran
*Cpl. W. C. Vaughan
Cpl. G. D. Moss
*Pvt. E. F. Benson
Cpl. P. W. Blackwell
Sgt. J. J. Maples
Pfc. Lewis Farmer, jr.
Pfc. Joseph Vargo
Sgt. Dallas Spurlock
Pfc. A. E. Nunn
Cpl. L. R. Secrest
Pfc. C. R. Lewis
Sgt. C. D. Souza
Pvt. R. L. Gray
Cpl. Wm. Whitefield, jr.
Cpl. H. E. Goodwin
Pfc. G. R. Parker
Pvt. O. A. Thompson
Pfc. R. E. Simmers

U. S. Marine Corps Reserve

Pvt. S. H. Lasnetske
Pfc. C. A. Ramputi
Pfc. C. J. Nelson
Cpl. M. A. Pacia
Pfc. L. T. Trunk
Pfc. E. G. Galarneau
Pvt. J. W. Smith
Pfc. J. R. Zarillo
Pfc. C. G. Lewis
Pfc. A. C. Tringale
*Pfc. H. C. Soukup
Pfc. T. B. Hopkins
Pfc. R. M. Irwin
Pvt. J. B. Underhill
Pfc. S. E. Navara
Pvt. L. G. Ferretti
Pfc. J. P. Mulcahy
Pvt. W. J. Warner
Pvt. S. T. Simon
Pvt. W. M. Free
Pfc. C. C. Metters
Pfc. L. L. Thurber
Cpl. J. F. Justus
*Pfc. J. W. Rodgers
Pfc. J. A. Moore
Pfc. W. A. Christensen
Pfc. F. O. Boggs
xPfc. C. E. Moore, jr.
Pfc. J. H. Brown
Pfc. C. L. Satterfield
Pfc. W. S. Barton
Pfc. C. W. Platt
Pvt. E. L. Church
Pfc. R. A. Mofford
Pvt. J. E. Davis
Pfc. H. A. Parkinson
*Pfc. G. P. Miller
Pfc. Edward Vosh
Pvt. B. E. Coffey
Pfc. W. W. Davis
*Pvt. H. L. Cox
Pfc. John Panchyshyn
*Pfc. D. K. Campbell
*Pfc. R. S. Johnson
Sgt. B. T. Foley
*Pfc. T. E. Jeffries
Pfc. N. J. Wyszynski
Cpl. A. S. Bell
Pfc. J. W. Bushell, III
*Pfc. J. A. Law, jr.
*Pvt. W. W. Wetherington
Pvt. W. R. Routt
Pfc. H. E. Warren, jr.
Pfc. R. T. Westberry
Pfc. M. S. Gruber
Pfc. H. C. Speed, jr.
Pfc. D. M. Bahmer
Pfc. M. W. Shishgal
xPfc. C. E. Givens
Pfc. R. I. Schuldt
Pfc. John Valuska, jr.
Pfc. John Sazanovich
Pfc. S. W. Wrobleski
Pfc. R. E. McCarthy
Cpl. H. C. Smith, jr.
Pfc. J. F. Duda
Pfc. R. H. George
Sgt. N. E. Thompson
Sgt. N. E. Thompson
Pfc. C. F. Reininger, jr.
Pfc. Giustino Parente

WOUNDED

OFFICER PERSONNEL

U. S. Naval Reserve

Lt. (jg) F. W. Robinson, jr.

U. S. Marine Corps Reserve

1st Lt. D. W. Saukus
Maj. H. M. Hoyler
1st Lt. P. E. McDonnell
1st Lt. M. M. Staples
1st Lt. M. J. Sexton
1st Lt. P. E. Ross
2d Lt. J. T. Robinson
Capt. C. P. Hammond
Capt. F. B. Trahan
1st Lt. Daniel Dykstra
1st Lt. T. J. O'Leary

MISSING

OFFICER PERSONNEL

U. S. Navy

Comdr. J. W. Coe
Lt. Comdr. R. M. Brinker
Lt. Comdr. A. F. Weinel
Lt. W. H. Louney

U. S. Naval Reserve

Lt. A. R. McGonegal, jr.
Lt. S. E. Coleman
Lt. (jg) J. F. Schoby
Lt. (jg) C. P. Learned
Lt. (jg) A. R. Porter
Ens. M. G. Vincent
Lt. H. L. Neff
Lt. (jg) M. E. Garner
Lt. (jg) A. E. Magas
Lt. J. W. Richey
Ens. R. H. Bond
Ens. A. F. Cannell
Ens. L. E. Fontaine
Lt. (jg) T. E. Garner
Ens. W. S. Green
Ens. V. W. O'Keefe

U. S. Marine Corps Reserve

Maj. P. M. Carnagey
1st Lt. J. E. Brubaker
1st Lt. C. M. Dwyer
Capt. M. R. McCown, jr.
z1st Lt. R. M. Hanson
Capt. Bruce Foulkes, jr.
1st Lt. R. W. Marshall
Lt. H. C. McClellan

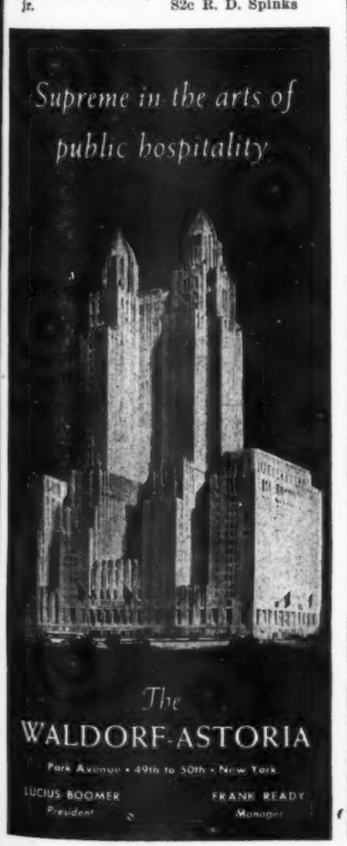
*Previously reported Missing.
xPreviously reported Wounded.
zPreviously reported Safe.

Honolulu Rest Camp

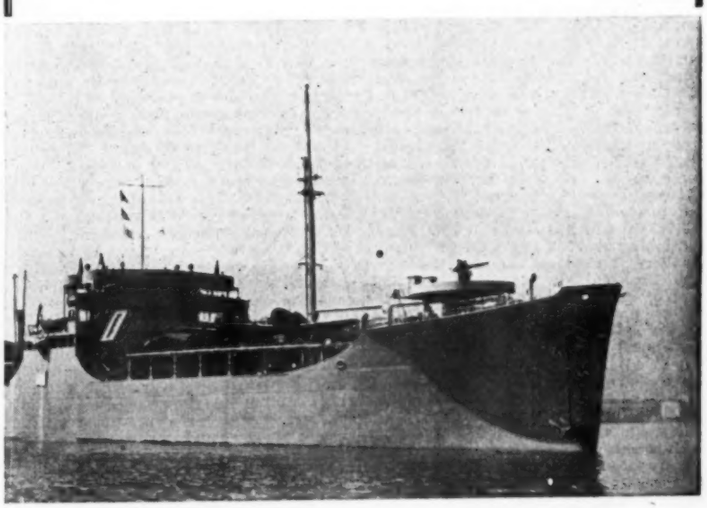
Camp Erdman, former Honolulu YMCA camp, located 30 miles from Pearl Harbor on the northern side of Kaena Point in Mokuleia District and designed for the rest and recreation of 300 Naval officers, was commissioned recently. Lt. (jg) H. M. Benge, USNR, is the Executive Officer at Camp Erdman and will later be officer-in-charge, under Commander Hickey.

Those attending the commissioning ceremonies included Vice Adm. Robert L. Ghormley, USN, Commandant of the Fourteenth Naval District and Commander of the Hawaiian Sea Frontier, Capt. M. C. Robertson, USN, Chief of Staff of the District and Frontier, Comdr. S. R. Hickey, USN, Fleet and District Recreation and Morale Officer, and others.

BUY WAR BONDS!



This Shipbuilding Company is one of the first three to be awarded the M pennant for meritorious production. The pennant was presented by the Maritime Commission Award Board.
M
Greetings:
To our 12,000 former employees now in the Army, Navy, Marine Corps and Coast Guard. This award is evidence that our pledge to you and to the Nation is being kept.
THE SUN SHIPBUILDING & DRYDOCK CO.
CHESTER, PA.
We'll See It Through



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"Established in obedience to an insistent demand for an official organ for members of the American Defense and those concerned with it, The Army and Navy Journal will be published in the interest of no party; it will be controlled by no clique. Its independence will be absolute. Its interest will be directed solely to the inculcation of sound military ideas and to the elevation of the public service in all its departments."—From Vol. 1, No. 1, of the Army and Navy Journal, published August 29, 1863.

SATURDAY, FEBRUARY 26, 1944

OUR PRIORITY LIST

1. Victory.
2. Assurance now that personnel and equipment for our land, sea, and air forces will be maintained after the present war at such strength as the responsible heads of those Services determine necessary to assure this nation against future aggressors.
3. Protection of Service personnel, active and retired, against undue reductions in their pay through imposition of the Victory tax and income taxes.
4. Institution of studies looking toward the protection and development of just post-war systems of promotion for personnel of the permanent establishments.
5. Strengthening of the post war status of the National Guard and Reserves to assure their efficiency and permanency with continuance of full training facilities after the war.
6. Upward revision of pension scales to assure Service widows a living income.
7. Compensation for service personnel who use privately owned automobiles on government business.

THE main argument officially made by representatives of the Navy in support of the bill creating two "Admirals of the Navy" is that we must have not only equality but superiority in rank with our Allies at International Conferences. A subsidiary argument is that with so many Admirals, Vice Admirals, Rear Admirals and Commodores, the President's Chief of Staff and the Commander-in-Chief of the Navy, must have for organizational purposes, rank which will assure recognition of command. Gone from the minds of the majority of the House Naval Committee which ordered a favorable report upon the bill, are all question of naval tradition, all thought of keeping the highest grades open until after the war when the people can evaluate accurately the services rendered, and determine who shall be placed in history alongside the great fighting Admiral Dewey. Instead, the grade is now to be filled, and when this is done the Department will ask for a subordinate grade for battle commanders, that of Admiral of the Fleet. This, it is claimed, would mean proper organization, although the deeds at sea are demonstrating the efficiency of that which exists. Between the British Navy and our own there prevails the utmost respect for each other's fighting capacity, and the most harmonious collaboration. It would be harmful to disturb those relations, and yet that is the possibility arising out of the creation of the new grades. Where there is no feeling now, it could develop since the superior rank conferred upon our officers could enable their assumption of command of joint naval operations which the British Service might hold would increase their subordination, already existing in the military field. For instance, General Eisenhower is in supreme command of the armies to enter Europe as he was in supreme command in the Mediterranean, and General MacArthur is in supreme command in Australia and the Southwest Pacific. In the interest of continuing intimate relations with the British Navy, we must not forget that command of the sea always has been its aim and boast. Since the current war began, Prime Minister Churchill has insisted upon British command of joint naval operations. To this the President promptly agreed in the Mediterranean, where Admiral Cunningham commanded the combined American and British Fleets. It will be true in connection with the western European invasion naval operations, which Admiral Ramsay will control under General Eisenhower. There is one way in which the British can meet our move. They also could create the grade of Admiral of the Navy—they now have Admirals of the Fleet—and they may even devise a higher grade which would enable them to outrank us. Under the Admiral of the Navy bill the bearer of the title would wear six stars. The British could determine upon eight stars. Thus the way is being opened to a race for titles which would have an element of comedy were it not that our Brothers-in-Arms will never agree to subordination in a field where they have always led. This is an aspect of the legislation which the President and Congress, we feel sure, will, in the interest of harmonious prosecution of the war, consider in conjunction with the value of tradition, and the wisdom of keeping the highest rewards open for those officers who shall emerge as the supreme victors of the struggle.

IN addition to imposing more burdens and responsibilities on the already hard-pushed American Red Cross, the new order of the Secretary of War directing the Army Emergency Relief to close all its sections outside of Army reservations seems to be an abandonment of the principle laid down by the War Department when it organized the AER—"The Army Cares for its Own." Early in the War, when it became apparent that there would be a great need for sympathetic care and attention for families left behind by departing soldiers, the War Department organized the Army Emergency Fund, later named the Army Emergency Relief. Describing its purpose, the Under Secretary of War, Robert P. Patterson, who also is president of the AER, pointed out that it would "relieve the temporary distress among dependents of Army personnel, in cases of death, or dislocation such as may result from sudden and secret troop movements." "I repeat," he added, "—the Army cares for its own." Under this slogan funds were raised in and out of the service for the purpose of helping Army personnel to look after its own people. Army personnel and many public spirited citizens gave their time and efforts, such as in the show "This is the Army," to projects for the raising of funds. At its last public statement the AER had on hand $6,491,727.06, which equipped it to discharge its functions efficiently. However, by discontinuing most of the AER activities, except that of furnishing funds to the commanders of posts and stations, the War Department is turning over to the American Red Cross the task which it had initially assigned to the Army Emergency Relief—that of caring for needy soldiers and their dependents. The Red Cross already is burdened with its normal responsibilities, and the heavy additional ones imposed upon it by war—its far flung overseas activities which engages thousands of workers in the facilities it has set up in all areas, and on all fronts, where Americans are training and fighting. Domestically, the Red Cross is engaged in alleviating the distress and helping to solve the social problems arising from the migration of war workers to new centers of production. Under the new arrangement the Red Cross will use its own funds to assist dependents of service personnel during the period pending receipt of allotments and allowances or other Government benefits, and during periods when such benefit payments may be delayed. Surely the purpose of the Army in forming its own relief organization would be better served, and the Red Cross would be freed to perform its myriad other works of mercy, by a return to the full functioning of the Army Emergency Relief.

Service Humor

Last Ditch

A group of soldiers was relating its experiences on Guadalcanal, each trying to outdo the others in expressing his early fears.

"The way I dug my foxhole," said one, "was something to see. Each time a shell burst, I dug deeper and deeper into that hole. Finally I heard a voice above me. It was my lieutenant yelling down:

"Thompson, Thompson! If you dig two inches deeper, I am going to charge you with desertion!"

—Rangefinder.

Apparently Adolf has seen the handwriting on the wall paper!

About Face

It seems that a couple of ghosts were wandering around camp one night this week, trying to find some excitement.

Finally one ghost turned to the other and whispered, "Say, I thought I heard someone move."

The other snickered and said, "Silly. You don't believe in people, do you?"

—Contributed.

Pass the Ammunition

A young lieutenant commander heard a rumor (false, as usual) that WAVEs were going to be assigned to the ammunition rooms below deck on ships.

"Ye Gods," he said, "you'd think those fellows in Washington would know how long you always have to wait for women in the powder room!"

—Camp Lee Traveller.

Definition

A chowhound is the Man Who Came to Dinner . . . for the duration and six months.

—Ft. Worth Tarranter.

No wonder the sergeant talks so fast—
His father was a tobacco auctioneer and
his mother was a woman!

Miami Beach Tropics-Sun.

Scotch Joke No. 72819½

A canny Scot was engaged in an argument with the conductor as to whether the fare was to be five or ten cents. Finally the disgusted conductor picked up the Scot's suitcase and tossed it off the train just as they were crossing a long bridge. It landed with a mighty splash.

"Hoot, mon," screamed Sandy. "First you try to rob me and now you've drowned my boy!"

—Rangefinder.

Lament of the Lieutenant

Twinkle, twinkle, little bar;
How I wish you were a star.

Chaplain: Son, are you following the Ten Commandments?

Seaman: I don't know, sir. It's all I can do to keep up with the Station notices and memos.

—Skyscrapers.

Not Bragging

Arrogant and contemptuous, the captured Nazi flyer demanded to see the American pilot who had the colossal nerve to shoot him out of the sky.

Upon facing the Yank, he boasted loudly: "I've shot down 162 planes. How many have you brought down?" The Yank timid and blushing, raised his eyes and said: "One."

Rangefinder.

ASK THE JOURNAL

SEND your queries to the ARMY AND NAVY JOURNAL QUESTION EDITOR and an answer will be given in this column as soon as possible after receipt.

F. M.—If you wish to change your name in the interests of simplification, simply write a letter through channels to the AG to that effect. This is all the Army requires. Your legal aid officer can advise you whether civil action also would be advisable. As far as changing your age, that also can be handled as easily IF the incorrect age you gave did not result in a fraudulent enlistment. Better talk to your legal aid officer about this; he is pledged to keep such matters in confidence.

F. A. A.—There is no legislation as yet which would permit enlisted men who were officers in this war to retire with pay of warrant officer. If you are retired for disability as an officer, you cannot count enlistment service in computing retired pay. See explanation of physical retirements on page 691 of our 12 Feb. issue.

H. M.—There is no prohibition against a retired officer accepting either civil or government employment. The economy act of 1932, however, limits the total compensation (retired pay and civil pay) of a retired officer in federal government employ to $3,000.

R.B.S. and J.A.—The Mustering Out Pay Act states that such pay will not be given to "any member of the armed forces who . . . is transferred . . . to the retired list with retirement pay or to a status in which he receives retirement pay."

J.W.S.—An officer over 38 years of age may request relief from active duty if he feels that he can make a contribution to the war effort in a civilian capacity. Such applications are, of course, passed upon in the War Department.

H.W.H.—The "fathers" draft act provides that persons considering their induction is imminent may ask for an advance physical examination. Advise your inquirer to take this matter up with his local draft board.

H.S.—If retirement was for physical disability, retired pay is exempt from federal income tax.

In The Journal

One Year Ago

During the week bombers, heavy and medium, with fighter escort attacked Kiska daily. Divebombers with Wildcat escort bombed Japanese positions at Munda on New Georgia Island.

10 Years Ago

In a fiery session, the United States Senate on Wednesday voted to restore five per cent of the pay cut retroactive to 1 Feb. 1934, and to wipe out the entire pay cut on 1 July 1934.

25 Years Ago

Capt. Frederick L. Oliver USN, has has been placed in command of the USS Fulton, the submarine base and the submarines based at New London, Conn. Comdr. Stuart O. Greig has been placed in charge of the submarine school for officers and men to be held aboard the Fulton, and Lt. James E. Maher has been ordered as the executive officer of the Fulton.

50 Years Ago

Lt. Harry L. Hawthorne, 4th U. S. Artillery, is one of the recipients of a medal of honor for gallantry, coolness and effect in handling and serving the guns of his command in action against hostile Sioux Indians on Wounded Knee Creek 29 Dec. 1890, where he was severely wounded.

80 Years Ago

Screw steamer Kearsage, 9, was blockading the Florida at Brest on the 17th ult. The Kearsage was the only United States man-of-war on the lookout for the pirates; but she had kept them in port and prevented all burning operations in the channel.

WAR DEPARTMENT

Secretary of War
Henry L. Stimson
Under Secretary of War
Robert P. Patterson
Assistant Secretary of War
John J. McCloy
Assistant Secretary of War (Air)
Robert A. Lovett
Chief of Staff
General George C. Marshall
Deputy Chief of Staff
Lieutenant General Joseph T. McNarney
Commanding General, Army Air Forces
General Henry H. Arnold
Commanding General Army Ground Forces
Lieutenant General Leslie J. McNair
Commanding General, Army Service Forces
Lieutenant General Brehon B. Somervell

Army Casualties

(*Continued from Page 750*)

1st Lt. J. R. Biafora
2nd Lt. F. R. Drake
2nd Lt. S. A. Talambas
1st Lt. E. M. Kelly
Capt. D. L. Beavers
2nd Lt. F. A. Edinger
2nd Lt. E. G. Phillips
2nd Lt. H. V. Youngmeyer
2nd Lt. H. N. Anderson
2nd Lt. J. Sternstein
1st Lt. E. S. Brown
1st Lt. R. F. Moore
2nd Lt. H. A. Hansen
1st Lt. P. A. Roberts
1st Lt. L. R. Chiswell
1st Lt. K. L. Atkin
2nd Lt. D. M. Boles
2nd Lt. W. G. Brown
1st Lt. L. M. Arey
2nd Lt. J. T. Brophy
2nd Lt. H. E. Mulligan
1st Lt. J. W. Martin
2nd Lt. D. S. Bourisseau
2nd Lt. E. T. Ricketts
2nd Lt. R. L. Hosey
1st Lt. J. W. North
2nd Lt. W. E. Sheehy
Capt. R. S. Lovering, jr.
2nd Lt. W. L. Moran
Lt. Col. A. J. Goodpaster, jr.
2nd Lt. G. K. Muirhead
2nd Lt. S. Airov
2nd Lt. R. E. Barclay
1st Lt. G. S. Pitcher, jr.
2nd Lt. W. B. Weldon, jr.

WOUNDED IN SOUTHWEST PACIFIC AREA

Capt. R. C. Caffey
1st Lt. R. K. Perry
Capt. R. A. Lundblad
2nd Lt. D. H. Lees
2nd Lt. T. A. Savage
Capt. C. A. Christin
2nd Lt. A. H. Hammett
1st Lt. R. M. Morton
2nd Lt. E. A. Powers
2nd Lt. G. W. Smith
2nd Lt. W. A. Monahan, jr.
2nd Lt. D. E. Weber
2nd Lt. T. F. Tilbrook
2nd Lt. C. J. Van Ruth
2nd Lt. W. E. Henley
1st Lt. E. W. Sonntag
1st Lt. D. C. Hanover, jr.

MISSING IN ASIATIC AREA

2nd Lt. H. E. Benson
2nd Lt. I. Isreal
2nd Lt. R. N. Ridge
Capt. J. W. Downey
2nd Lt. J. W. Birchett

MISSING IN CENTRAL PACIFIC AREA

2nd Lt. F. Castillo
1st Lt. P. Duval
FO J. A. Johnston
Lt. Col. R. C. Wigley
2nd Lt. V. A. Tramelli
2nd Lt. D. W. Kimmey

MISSING IN EUROPEAN AREA

2nd Lt. F. W. Babcok
1st Lt. S. W. Barker
2nd Lt. J. E. Phelps
1st Lt. E. W. Goodnow
1st Lt. H. R. Howington
1st Lt. M. L. Rosenblatt
2nd Lt. J. T. Whittle, jr.
2nd Lt. W. C. Jones
2nd Lt. R. P. Forest
2nd Lt. R. D. Wright
1st Lt. R. J. Kasten
FO B. W. Wasowicz
1st Lt. A. E. Dimmick
2nd Lt. V. Wilkie, jr.
2nd Lt. R. O. Anderson
2nd Lt. P. Bern
2nd Lt. F. R. Bisagna
2nd Lt. J. J. Cleary
Capt. W. E. McIntyre
2nd Lt. M. Gemery
1st Lt. F. C. Butler
2nd Lt. J. M. Bickley
2nd Lt. J. B. Blevins
2nd Lt. H. G. Goodwin, jr.

MISSING IN MEDITERRANEAN AREA

1st Lt. J. S. Dunbar
2nd Lt. J. Elkin
2nd Lt. T. P. Finch
1st Lt. G. O. Fitzell
2nd Lt. D. S. Ready
1st Lt. E. A. Schroeder
1st Lt. R. D. Williams
1st Lt. F. W. Vincent, III
2nd Lt. R. W. Dean
1st Lt. W. C. Golden
2nd Lt. J. R. Whitley
2nd Lt. H. D. Crowe, jr.
2nd Lt. G. R. Greer
1st Lt. R. B. Fassett
1st Lt. T. L. Lilly
2nd Lt. R. A. Miller
2nd Lt. L. A. Stucka
1st Lt. G. J. Trevor
2nd Lt. D. E. Shupe
1st Lt. J. H. Haeberle
2nd Lt. E. G. Spray
1st Lt. H. M. Bigby
2nd Lt. H. A. Charlton
1st Lt. J. F. Briskey, jr.
2nd Lt. W. G. Burry
2nd Lt. W. R. Ganz
2nd Lt. L. J. Fitzgerald
1st Lt. C. R. Glenn
FO R. F. Mayo
2nd Lt. B. T. Fenton
2nd Lt. S. A. Korzeniowski
2nd Lt. N. F. Daley
1st Lt. A. L. Kingsley
2nd Lt. A. Siegel
1st Lt. R. S. Wiener
2nd Lt. R. F. Burns
2nd Lt. D. C. Fritz
2nd Lt. J. R. Lees
1st Lt. O. R. Clark
2nd Lt. R. D. Clem
2nd Lt. M. G. Buck
2nd Lt. J. R. Farrell
2nd Lt. L. D. Varner
2nd Lt. E. F. Weller, jr.
2nd Lt. L. A. Perry
1st Lt. B. M. Raftery
1st Lt. H. G. Easterling
1st Lt. W. D. Cherrington
1st Lt. J. M. Donahue
2nd Lt. J. W. Knox
1st Lt. D. R. Rader
2nd Lt. T. A. Shields
2nd Lt. T. G. Wyatt
2nd Lt. M. F. Matkins
1st Lt. J. D. Slusher
2nd Lt. A. H. L. Anderson
1st Lt. R. L. Elliott

MISSING IN SOUTHWEST PACIFIC AREA

1st Lt. J. E. Gidley
2nd Lt. F. W. Seaman
2nd Lt. W. E. Eastwood, jr.
2nd Lt. T. O. Thompson, jr.
2nd Lt. J. W. Yeast
FO W. A. Snyder
1st Lt. C. Williamson, jr.
2nd Lt. C. C. Clemons

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Washington, D. C.

OFFICIAL ORDERS

(*Publication suspended for duration of War*)

INTERNED IN GERMANY

2nd Lt. A. C. Dennis-ton
2nd Lt. E. A. Cannon
2nd Lt. O. K. Cranford
2nd Lt. F. M. Devenney, jr.
2nd Lt. M. H. Lynch
2nd Lt. D. J. McPhee
2nd Lt. L. F. Malarin
2nd Lt. R. A. Schoch
2nd Lt. W. D. Smith, jr.
2nd Lt. R. L. Stoner
2nd Lt. J. R. Wood
2nd Lt. E. J. Schierburg
2nd Lt. J. Adams
2nd Lt. C. B. Howell, jr.
2nd Lt. F. D. Powers
2nd Lt. T. A. Hollingsworth, jr.
2nd Lt. F. A. Larson
2nd Lt. N. J. Goldschmidt, jr.
2nd Lt. J. M. Hardin
1st Lt. L. V. Helton
2nd Lt. J. Kolar, jr.
2nd Lt. C. J. Paulinski
2nd Lt. W. L. Ellis
1st Lt. P. E. Higdon
2nd Lt. R. F. Jones
2nd Lt. J. J. Chesnut, jr.
2nd Lt. A. R. Bean
2nd Lt. E. M. Frost, jr.
2nd Lt. A. A. Carmell
2nd Lt. A. L. Farrah
2nd Lt. J. F. Stanford
2nd Lt. B. S. Westlake
2nd Lt. R. E. Albright
2nd Lt. F. L. Coulter, jr.
2nd Lt. D. F. Lane
2nd Lt. R. S. Unangst
2nd Lt. J. M. Carlson
2nd Lt. L. J. Celusnak
2nd Lt. C. O. Flagstad
1st Lt. G. H. Parker
2nd Lt. J. C. Hughes
1st Lt. W. Kaczaraba
2nd Lt. H. G. Meakin
2nd Lt. B. E. Barclay
2nd Lt. E. G. Amos, jr.
2nd Lt. E. D. Davidson
2nd Lt. J. F. Gill, jr.
2nd Lt. W. J. Grupp
2nd Lt. W. C. Hess
2nd Lt. J. B. Johnston
1st Lt. D. Magowan, jr.
2nd Lt. W. H. Parsons
2nd Lt. F. G. Pugsley
2nd Lt. D. M. Ripley
2nd Lt. G. Sokolsky
2nd Lt. V. P. Tollis
Capt. R. T. McNeely
2nd Lt. L. H. Aufmuth
2nd Lt. A. J. Elsaesser
2nd Lt. W. P. Myers
2nd Lt. O. B. Carder
1st Lt. R. M. Payne
2nd Lt. J. R. Bassler, jr.
2nd Lt. W. B. Jeffries, jr.
2nd Lt. W. H. Thomas
1st Lt. G. E. Webster
2nd Lt. R. M. Wheelock
2nd Lt. R. E. Reid, jr.
2nd Lt. E. M. Steel, jr.
2nd Lt. G. R. Embree
FO J. L. Hamilton, jr.
2nd Lt. V. J. Kavalawski
Capt. S. D. Price, III
2nd Lt. F. B. Weyerts
2nd Lt. F. L. Whiteley
2nd Lt. R. W. Speers
2nd Lt. C. E. Miller, jr.
2nd Lt. R. E. Emmick
FO E. E. George
2nd Lt. R. E. Light, jr.
2nd Lt. R. A. Parsons
2nd Lt. O. Deralmo
2nd Lt. H. B. Bixby
2nd Lt. A. M. Larson
2nd Lt. J. R. Ward

Army Promotions

(*Continued from Page 749*)

Captain to Major—Cont.

C. E. Carter, MC
C. L. Wood, MC
L. M. Burbridge, Inf
C. E. Scott, FA
B. E Carter, FA
W. H. Olivarri, AUS
R. M. Lechausse, MC
G. L. Dixon, AUS
J. C. Varner, AC
P. E. Leary, Cav
R. R. Nelson, AC
L. Svendsgaard, QMC
H. A. Hirshberg, MC
H. A. Zide, MC
F. M. Williams, Inf
D. B. Marchus, MC
H. G. Shook, AC
V. E. Johanson, MC
J. R. Merget, CE
R. I. Barrowclough, AC
J. F. McIntyre, Inf.
J. L. Lazomby, FA
J. T. O'Connor, AC
W. D. Kilborn, FD
A. W. Kowitz, CE
R. A. Weeks, DC
Merl Helcher, AC
V. J. Elliott, MC
J. F. Schneider, OD
F. F. Elder, AC
J. C. Rathborne, AC
E. C. Allnutt, jr., QMC
E. F. Daly, AUS
A. T. Grier, AC
G. E. Moore, AUS
Abraham Pott, MC
R. E. Fisher, MC
M. W. Vance, AUS
W. W. Smith, MAC
L. C. Smith, AUS
T. H. Leath, AUS
J. A. Bailey, AC
A. M. Glazer, MC
W. M. Steele, MC
W. J. Dell, MAC
D. B. Slocum, MC
W. J. Wilt, QMC
L. G. McLauchlin, MC
R. S. Aronson, MC
J. C. Maxwell, AC
L. W. Seyler, MC
J. J. Jarvis, AC
R. A. Scurlock, AC
C. V. Stell, AC
W. A. Nelson, MC
R. L. Merritt, CE
A. F. Watts, MAC
M. R. McBean, DC
F. C. Wilmer, Inf.
R. M. J. Evjen, Ch
D. D. Bentley, AC
K. R. Friedlander, MAC
H. J. Alexander, OD
W. A. Heaps, AGD
G. N. Taylor, AGD
W. Lorimer, III, Inf.
W. B. Matthew, MC

1st Lt. to Captain

W. W. Quinn, AC
R. D. Blakley, AC
T. C. Harper, AUS
J. P. Randolph, Inf
W. C. Page., Inf
H. L. Collins, AC
R. E. Steel, QMC
J. D. Miller, DC
Jack Pederson, Inf
Sam Ash, AC
W. C. Thompson AUS
G. I. Shistar, SigC
H. G. White, AC
E. D. Taber, FD
S. Williamson, AC
T. J. Rush, Ch
G. S. Young, DC
P. S. Francis, AC
A. A. MacGregor, Inf
W. L. Ullmann, AUS
J. H. Harris, AUS
C. G. Walker, MC
A. D. Maizels, DC
W. W. McGill, AC
E. C. Wilson, DC
Neil Ironmonger, AC
A. C. Johnson, MC
J. B. Ennis, AC
H. L. Willingham, AC
F. C. Johnson, jr., QMC
W. S. Patrick, AC
P. R. Hortin, Ch
H. E. H. Panhorst, Inf
M. E. Johnson, AC
L. H. T. Eyck, DC
W. T. Felts, MC
E. J. Lavine, MC
R. D. Clark, DC
Ruben Mitz, DC
J. K. Sokol, MC
M. W. Curzon, AUS
R. K. Bohle, AC
Howard Oringel, DC
I. B. Mayer AC
J. R. Feichtinger, CE
H. E. Neal, AC
R. D. Penney, AC
G. B. McNeely, AC
R. W. Henderson, Inf.
T. G. Murphy, AC
M. K. Ruch, MC
G. E. Godersky, MC
P. A. Peterson, DC
T. J. Coleman, MC
R. O. Dunlap, FA
E. B. Buffington, Inf.
M. J. Volf, CE
Samuel Cohen, CE
G. E. McKeown, AC
J. W. Gregory, DC
C. P. Thomas, FD
A. M. Leigh, MC
S. Verdier, AC
A. P. Villa, TC
C. P. McCausland, DC
C. H. Pomfret, FA
M. S. Skaza, DC
Edwin McElwain, AC
L. M. Phillips, DC
N. A. Fitzgerald, AC
L. V. Holly, FD
L. J. Stefan, DC
Samuel Stulberg, DC
W. F. Grier, FA
W. C. Ramsdell, DC
J. H. Verwys, DC
M. C. Cleaver, DC
L. S. Stahnke, Inf
H. C. Chisholm, AC
J. A. de Mers, AC
H. D. Linkey, SigC
J. R. Hed, AC
I. L. Bates, AC
C. H. Schutte, jr., Inf
D. P. Edmundson, MC
D. O. Castle, AC
J. E. Risk, SigC
V. N. Slee, MC
M. L. Osborne, Inf
T. M. Hansen, MC
W. D. Cole, QMC
F. R. Fitzpatrick, SigC
Francis Feldman, DC
J. W. Swackhamer, QMC
M. E. Bachman, SigC
H. A. Levine, DC
W. B. Brown, Inf
J. Dobronte, jr., DC
J. H. Fleiss, jr., AUS
Anthony Skarka, DC
W. C. Hartman, Inf
M. A. Melamed, DC
H. P. Levy, DC
M. L. Scher, DC
I. H. Spitzer, DC
S. M. Lessner, DC
N. Somerman, DC
H. G. Pfeffer, DC
I. J. Mackler, DC
Joseph Paskow, DC
Max Pfefferman, DC
C. A. Moss. DC
A. A. Edelson, DC
R. S. Lesher, Sig C
E. E. Steeves, DC
J. L. Kronenberg, CE
H. F. Fitzpatrick, SnC
R. L. Downes, DC
M. M. Kimmel, DC
C. H. Smith, DC
A. C. De Santo, DC
J. V. Tokosh, DC
A. L. Cohen, DC
L. J. Crane, DC
D. W. Eckley, DC
S. Ravinett, DC
Albert Zola, DC
Henry Male, DC
J. J. Lichtman, DC
F. G. Petrelli, DC
S. Schacter, DC
Robert Swerny, DC
Jack Smokler, DC
W. F. D. Nealy, Ch
J. F. Nealon, FA
S. R. Klion, Inf.
J. M. Medaglia, DC
H. R. Redka, DC
S. J. Scoppa, SigC
A. E. Goldman, DC
M. A. Weiner, DC
H. O. Schmirer, DC
W. J. O'Shaughnessy, DC
S. M. Davidson, DC
D. L. Fenner, SigC
R. W. Deeney, DC
Leonard Propper, DC
M. B. Jackson, AC
J. P. Reece, DC
J. B. Gurley, SigC
G. J. Thomas, jr., MC
D. M. Tuttle, DC
John Roth, DC
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H. J. Sorg, CE
S. J. Lewis, DC
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M. L. Mordan, AC
A. F. McMillen, DC
L. J. Clarke, SnC
J. B. Sause, Ch
H. S. Rynk, DC
J. H. Wood, DC
R. L. DeBolt, DC
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E. A. Zimmerman, DC
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J. J. Mayers, DC
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A. W. Unger, Inf
W. H. Bailey, Inf
C. B. Easler, FD
P. A. Engebretson, FA
LaV. J. Maher, Inf
D. Denny, jr., AC
L. C. Metz, DC
C. A. Bauer, FA
J. R. Stryker, AC
W. J. Finch, Inf
J. H. Neill, jr., FD
J. D. Green, AC
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H. E. Byers, AC
T. M. Pryor, jr., Inf
J. N. Box, AC
H. T. Duke, Inf
A. W. McAnneny, AC
L. W. Fish, Inf
C. R. Griggs, Inf
E. L. Mayo, Ch
J. T. Broyhill, Inf.
R. T. Wise, OD
E. T. Dennis, AC
O. W. Lindberg, DC
W. W. Corder, DC
J. D. Rogers, DC
W. W. Jackson, FD
F. E. Smith, DC
P. C. Baganz, AC
J. D. Adams, AC
M. B. Lashin, DC
A. T. Thillman, Ch
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R. C. Schoeneich, DC
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F. L. Thompson, Inf.
C. J. Caward, CE
H. P. Plummer, Inf
R. A. McGoey, CE
R. T. Peck, MC
H. V. Rogers, CE
A. W. Herron, AC
H. M. Wade, CE
S. L. Ely, CE
C. H. Whipps, Inf
C. G. Perkins, Inf
R. J. Myers, QD
W. J. Johoda, AC
T. P. Berry, QMC
J. R. Mitchell, Cav

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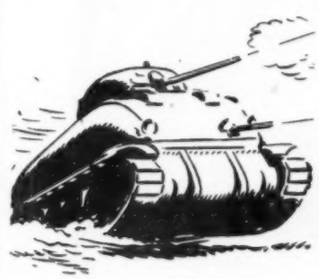

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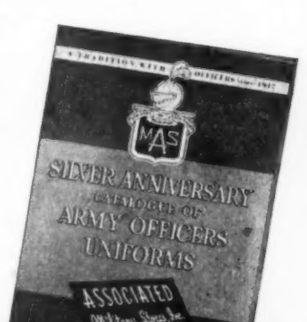

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R. B. Coleman, QMC
J. T. De Jarnette, CE
S. A. Council, CE
D. O. Baird, CE
R. B. McCord, jr., AC
J. A. Stone, CE
David Tuckman, AC
W. C. Schuessler, DC
J. L. Plaut, MC
H. T. Seaton, CE
F. H. Meisinger, VC
C. M. Ponsler, Inf
R. O. Jarvis, CE
R. H. Shelhorn, CMP
Bob Good, AC
V. F. Dean, CE
A. H. Sebellen, CE
K. L. Lewis, OD
E. N. Dyer, CE
E. J. Babin, Inf
G. C. Bryant, Inf
R. A. Walke, jr., OD
R. J. Fry, CE
J. B. Doyle, AC
G. M. Weir, CE
T. M. Bonnar, OD
Lawrence Drew, AGD
H. C. Smith, CE
D. L. Butler, QMC
C. C. Sleight, Inf
J. X. Stark, CE
A. O. Garvik, Inf
C. L. Castles, OD
L. H. Dicke, CE
C. R. Stark, jr., CE
J. M. McCaskill, CE
C. V. Clark, CMP
H. L. Hemingson, Inf.
E. G. Monnig, jr., CAC
L. E. Johnston, CE
M. L. Katz, CE
C. F. Simon, Inf.
S. G. Price, AC
J. W. Kelley, MC
R. J. Sherwood, CE
K. L. Treber, CE
L. Greenwald, DC
Henry Klepacki, QMC
F. W. Bohren, Inf
R. F. Lewis, CE
J. J. Schoeneberg, FA
J. H. Cooper, OD
M. H. Kaufman, Inf
N. F. DeMeo, QMC
T. F. Nevins, jr., MC
D. G. Sturges, CE
W. D. Wade, FA
F. D. Dolan, OD
P. W. McGrath, CE
F. A. Beebe, QMC
W. H. Finnegan, QMC
W. M. Page, CE
G. C. Osbourne, AC
H. A. Saroff, OD
C. J. Lamb, CE
C. V. Chisholm, CE
C. D. Luke, OD
J. B. Nichols, Inf
J. J. Cole, jr., CE
H. W. Dill, OD
D. C. Blue, Ch
A. D. Thau, CE
W. E. Schaem, CE
R. D. Bangham, CE
Karl Woditsch, CE
Frederick Weil, VC
N. P. Whitaker, CE
Harry Salisbury, CE
K. L. Moan, AC
G. E. Schiavone, DC
W. H. Caldwell, Cav
F. C. Shelton, AC
N. H. Chaffee, jr., CE
C. C. Morse, Inf
J. L. Spicer, SigC
W. H. Dunlap, CE
A. H. Alessi, CE
R. R. Blunt, TC
T. M. Perot, III., OD
C. G. Bishop QMC
J. V. Agnes, OD
R. A. Gibson, QMC
J. W. McGarrity, CE
F. W. Herlong, CMP
L. D. Howard, CE
W. J. Krik, AC
C. C. Clemens, Ch
Fred Beeman, CMP
D. H. Henley, CE
G. Robinson, jr., AC
C. B. Schmeltzer, CE
A. Teague, jr., Inf
G. P. Mitchell, CE
F. F. Rogers, MC
H. A. Tenney, TC
J. J. King, CE
C. A. Barnes, AGD
G. B. Brock, AC
R. N. Ludwig, CE
L. A. Denton, AC
L. R. Noffsinger, CE
M. L. Shreves, OD
R. M. Dan Horn, CE
J. R. Page, CE
L. W. Martin, CE
A. B. Rawn, jr., QMC
C. N. Matthews, MC
R. L. Locke, QMC
S. L. Davies, SnC
O. W. Swanlund, AC
M. O. Bunce, WAC
R. C. Hedrick, CE
J. B. Foran, AC
G. Hartley, jr., MC
T. G. Proctor, Inf.
M. M. Cohen, jr., FA
Wesley Jones, Inf.
R. W. Gillespie, DC
J. B. Grinnan, DC
G. Kimball Sargent, jr., MAC
Saul Weisberg, DC
J. A. Chasnoff, MC
J. A. Mears, Inf
R. W. Burkhard, AGD
T. R. Donlong, QMC
H. L. Mahoney, QMC
F. A. Knox, AC
M. M. Devlin, WAC
D. W. Dyer, AC
A. I. Augustine, DC
E. F. DuCharme, AC
H. C. Conkling, jr., AC
O. N. Worley, jr., TC
R. W. Lavender, AC
J. T. Middlebrooks, jr., Inf
F. W. Cooper, jr., MC
J. W. Monroe, MC
Joseph Pearlman, DC
Louis Jacobson, DC
E. W. Hartmann, AC
E. M. Murphy, MC
S. E. Epstein, MC
C. R. Janes, AUS
G. J. Miller, AC
R. F. Busch, Cav
R. K. Welty, AC
J. A. Vasconcellos, jr., SigC
J. A. S. Nelson, DC
A. C. Ram, AC
D. E. Graf, FA
W. A. McKinzie, AUS
R. C. Martin, Inf
P. L. Rieth, MC
W. R. Cain, DC
C. R. Bannister, CE
L. R. Weiss, DC
L. D. Padgett, QMC
F. A. Bryan, MC
J. R. Hall, MC
A. B. Strickland, AUS
H. S. Jewett, FA
F. O. Brunner, AUS
L. D. Nattkemper, AC
G. A. Gaarde, WAC
Max Krakauer, MC
L. E. Tuttle, Inf
W. A. Stockton, AC
G. H. Hahn, FA
F. C. Brush, MC
C. H. Johnson, MC
R. F. Conard, MC
G. S. Updegraff, AC
M. A. Dailley, Cav
Archibald Bell, OD
C. H. Dudley, QMC
J. W. Musgrove, QMC
J. H. Menning, MC
R. L. McCauley, AC
M. J. Frasca, DC
Bertram Fogel, DC
S. T. Pitchel, Inf
J. H. Thomas, jr., FA
Herman Felsen, MC
A. S. Lunde, Ch
J. A. O'Dowd, FA
N. J. Saltzman, IGD
G. M. Cohen, FA
F. J. Harkins, Ch
T. M. Nolan, jr., AC
L. L. Lee, AGD
B. T. Forster, DC
C. F. Krieghoff, DC
A. F. Gucfa, DC
W. F. Belknap, MC
J. M. Aldrich, DC
J. J. Juroski, DC
W. P. Haist, DC
E. M. Penn, AC
M. E. Adams, AGD
R. L. Herdener, MC
R. A. Mezera, MC
H. W. Hadorn, AC
J. T. Stakes, AC
M. S. Sweet, Ch
E. W. Grace, AC
R. F. Brendel, MC
J. R. McPhail, AC
M. Greenwald, DC
J. L. Ewalt, Ch
H. G. Weiland, SigC
A. V. Coleman, QMC
F. P. O'Brien, TC
H. W. Fink, DC
S. B. Schectman, DC
B. Yoskowitz, MC
Marvin Oliv, AGD
C. L. O'Brien, Ch
W. R. Morhous, AC
Raymond Nadell, MC
William Bloom, MC
K. S. Pratt, AC
Samuel Gevirtz, DC
H. A. Fratantoni, DC
G. J. Mastellone, MC
Samuel Gruskin, DC
R. P. Burke, TC
S. M. Kronfeld, DC
Sidney Small, MC
G. H. Winthrop, MC
H. W. McLeod, MAC
G. Zumbach, FA
M. Coleman, DC
D. Superior, DC
R. G. Fritchley, AGD
B. Bissell, MC
H. A. Sturm, DC
T. F. Goldman, DC
H. H. Belgorod, DC
J. E. Keefe, DC
S. G. Witmer, DC
J. L. Weinberger
J. F. Andreski, TC
C. W. Brundieck, AC
N. W. P. McDonald, Ch
J. L. Frascella, DC
M. H. Yudell, MC
R. Gluck, DC
H. S. Harris, DC
F. S. Zipser, MC
A. Rizzo, AGD
E. Karban, AUS
S. S. Swersky, DC
J. S. Taylor, DC
D. A. Hart, DC
W. D. Neill, CE
R. G. Wyland, AC
J. D. McKean, QMC
G. C. Wheeler, Sig C
K. H. Jones, Ch.
M. J. Romano, MC
H. T. Francisco, MC
W. C. Jones, QMC
A. S. Rubin, MC
J. F. Oakley, QMC
D. W. Talcott, Inf.
G. J. Wright, Ch.
R. H. Messenger, AC
F. G. Wood, DC
J. D. Seads, AUS
J. G. Wilmes, Inf.
F. R. Geiger, MC
J. R. Schroeder, MC
J. E. Goeller, DC
W. E. Bente, DC
A. W. Johnson, DC
J. J. Guandt, DC
D. G. Kangesser, AC
J. J. Peattie, Inf.
E. Rosenberg, QMC
H. E. Orzechowski
L. Stoor, DC
M. B. Cooper, DC
J. F. Kitchton, DC
L. E. Osbourne, FD
J. C. Jaynes DC
P. F. Graf, DC
A. Hard, jr., TC
J. P. Lipka, AC
J. J. Clark, MC
W. K. Davis, JAGD
G. W. Dafler, CMP
R. A. Phipps, DC
R. K. Mosbaugh, DC
B. A. Taubman, DC
D. S. Wolff, MC
H. J. Lawrence, QMC
H. T. Rhinesmith, DC
S. S. McElhany, CE
V. P. Buell, jr., QMC
J. D. Roberts, AC
G. R. Kilborn, Inf.
F. M. Forrette, Inf.
H. M. McCormick, AC
F. J. Wilkes, MC
F. S. Peters, MC
S. Jacobson, MC
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Army and Navy Journal 757
February 26, 1944

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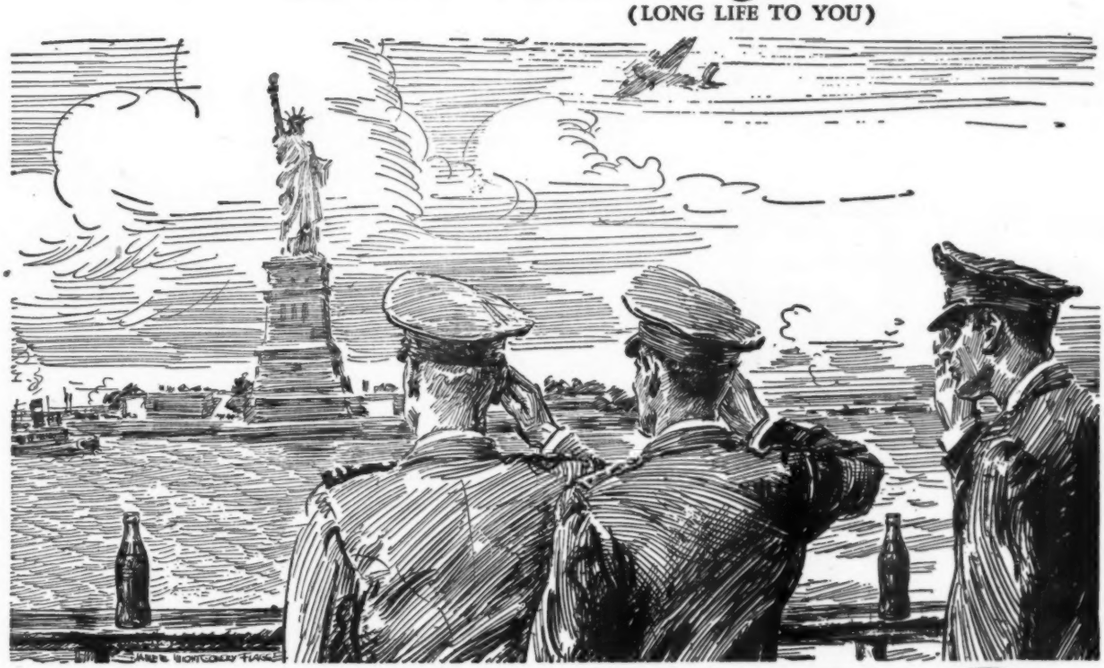

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W. T. Larson, OD
V. T. Oliver, VC
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R. H. Sedwick, AC
R. C. Hailey, OD
L. W. Murphy, Sig C
V. A. Smith, DC
F. W. Denton, MAC
W. B. Harrell, jr., AC
P. W. Templin, OD
G. O. Denton, AC
C. E. Fizer, AC
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R. R. Shannon, MC
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R. W. Gold, VC
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F. C. Beem, TC
W. G. Branch, TC
G. H. Hodgson, DC
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R. G. Dixon, AC
W. F. Vaudreuil, MC
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C. E. Stratman, Inf.

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W. L. Newberry, AC
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C. L. Haig, Sc
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G. J. Colifns, FD
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B. E. Roberts, SC
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V. Fielding, AC
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C. V. Carlson, SC
A. L. Moreland, AC
E. F. Hedrick, Inf.
G. E. Frankland, AC
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R. E. Stringfield, AC
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(Please turn to Page 766)

Vital facts concerning your Government Which You should know.

The Federal Government now carries on its civil pay roll more than one for every three men in the Military Services

Out of more than 1,000 Civil airports built by CWA and PWA in the years 1933-39, only 31 were large enough to land a military fighter.

The cost of Government publicity comes to at least $69,200,000 annually, or the cost of 250 flying fortresses.

At the end of World War I, there were 30 federal administrative units, today there are 208 federal departments, commissions, boards and independent agencies which maintain 1,594 branch offices throughout the country, not including local rationing boards.

We have a bewildered and hysterical bureaucracy running amuck with emergency powers, appropriations, executive orders, directives and sonorous proclamations signifying chaos.

These and more facts can be found in

Bureaucracy Runs Amuck

by

Lawrence Sullivan

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SERVICE NEWS AND GOSSIP

Foreign Affairs — The sensational changes made in the Tokyo High Command consequent upon our victories in the Pacific which to date have culminated in the destruction wrought by our bombers at Truk and the attacks upon Mariana bases, and the practical immobilization of the base at Rabaul, foreshadow desperate action by our enemy in an attempt to save the face of the alarmed nation. Applying their knowledge of Japanese practice in the past, our Military and Naval experts are convinced that the relief of the Chiefs of the Imperial Army and Navy General Staff, and the reorganization of the Ministry, are in accord with the popular demand that an attempt be made to stop the onward march of American and Allied forces toward the home islands. Heretofore the policy pursued was that dictated by Admiral Osani Nagano, the retired Chief of the Imperial Naval Staff, but in fact Commander-in-Chief, because all operations being overseas, the Army had to be transported and supplied by the Navy. There was the further fact that Nagano enjoyed the complete confidence of the Navy, and there is no other man the service would follow to the same degree. Again, under the Japanese Constitution, being responsible only to the Emperor, he was in a position to override any decisions made by Premier Tojo and his ministry. Thus he dictated the foreign affairs as well as the military policy of the Government.

The plans adopted by Nagano recognized that the nation that had to be defeated was the United States. He realized that Britain was so tied up in Europe that it could do nothing to embarrass Japanese aims. So his initial effort called for the destruction of our Fleet, which was attempted at Pearl Harbor, and the occupation of Singapore. In a general sense, he contemplated the occupation of all the islands and lands in the Far East which would comprise the much vaunted co-Prosperity Sphere, the consolidation of all gains and arrangements for their defense and the retention of the Fleet in a strategic position near Japan so as to meet our Fleet under the most favorable circumstances. The single departure from his policy occurred when a strong task force attempted to capture Midway and Hawaii, and Dutch Harbor in the Aleutian Islands. These operations failed with heavy losses, thanks to the gallantry and heroism of Admiral Nimitz's command. After a time the Japanese were destroyed upon Attu, which made Kiska untenable, and that island was evacuated. Following this defeated assault, Nagano ordered strict observance of the defensive. He anticipated, however, the current phase of the war, the phase when strengthened American and British forces would be advancing, and the time in their advance when Japan would be compelled to resume the offensive. This last phase has now begun. To date it has been marked by our capture of the Solomons and attack upon the Prince Bismarck Archipelago in the Southwest Pacific, the capture of the Gilberts and the important islands of the Marshalls, and the devastating blow upon Truk. From the air base which we will establish on Eniwetok, Wake Island, 535 miles distant, can be reoccupied, and Truk, 670 miles away, can be so punished as to be useless as a Fleet base. Moreover, a further advance can be launched from the points we hold. In our rear, as a result of Admiral Nimitz's strategy, will be no enemy strongholds and flying fields used to attack our reenforcements and supply ships, but bases valuable for their protection. Further, they will serve to prevent supplies reaching enemy forces on islands we have by-passed, and to guard and shorten our route to Australia. There is another effect, that of shaking the grip of the Japanese upon Micronesia. An additional complications for the Japanese is the bombing of their bases in Kurile Islands, which they justly fear may be preliminary to attack by one of our armies moving from the Aleutian Archipelago.

Besides the military aspects of their situation, the Japanese War Lords are concerned over the internal situation. Their people have one supreme fear, that arising from their expectation that we will bomb their cities as Germany is being bombed and is to be bombed in even greater measure, according to the speech this week of Prime Minister Churchill. Our daring raid on Saipan and Tenian of the Marianas, only 800 miles from Tokyo, will increase their forebodings of air assault upon Japan proper. They see the American Fleet moving to the occupation of bases from which flights can be readily made to their homeland. Already they are suffering from a lower standard of living and decreased factory production, as a result of the sinking of their ships by our submarines and planes. Hence the changes in the Ministries of Agriculture and Transportation. They are being burdened by heavier taxation—the government has just called for appropriations totalling the colossal sum of 53 billion yen—and the new Minister of Finance is exhorting the people to furnish the revenue even if they go naked.

Surrounding the Emperor are a number of men who sought to prevent war with the United States, and who now are anxious to make peace before their country shall be destroyed. The leader of this group is former Ambassador to the United States Matsudaira, whose daughter married Hirohito. It is believed that in view of the military and economic situation of the country, they cooperated with General Tojo to oust Admiral Nagano. Probably to save the latter's face and thus prevent him from committing hari-kari, it was agreed by them that that officer and the displaced Chief of the Army's General Staff, Field Marshal Sugiyama, should be appointed special advisers to the Emperor. To throw entire responsibility upon Tojo, so that when defeat shall come he can be sacrificed, he was ordered to take over the post of Chief of the Army Staff, and to the Navy post was named Admiral Shimada, the Naval Minister, who is Tojo's stooge. It is true Tojo now is responsible only to the Emperor, and can disregard his Ministry if he so desires. In order to obtain the prestige he must have to insure wholehearted support from the Navy as well as the Army, it is essential for him to report an early victory. He cannot wait as Nagano was prepared to wait, until our Fleet arrives near Japan. He must reestablish communications with the Southwest Pacific and rescue the Army's contingents which are starving in the islands we have by-passed. Therefore, we may expect action in some direction. That Admiral Nimitz will be prepared for it is shown by the care with which he is carrying out the plans he has devised and which call for concentration of all task forces.

While the struggle is on in Japan, we may expect determined resistance, and in view of our demand for unconditional surrender, no early composition with that country may be anticipated. Indeed, Prime Minister Churchill in his review of the war, flatly refused to hint that the war would end this year. He was speaking particularly of Germany, but it is to be assumed he had Japan also in mind since he merely observed that the latter's air power is being overmatched and worn down, and production is incomparably small compared to that of the Nations she assailed. It is evident from an article appearing in the latest official Soviet bulletin that this likewise is the view of the Moscow Government. President Roosevelt expressed this week the same opinion. Thus the three leaders are prepared for the continuance of the war during the next year, and are formulating military plans in accordance with this expectation. The emphasis which Mr. Churchill placed upon bombing to force the Reich to unconditional surrender, and his promise that it would become heavier so that we will have control of the air, are along the lines of his previous statements supporting this method of attack. Washington has understood fully the Prime Minister's determination to use air power in the hope of victory and the saving of British and American life, and knows that it is with the utmost reluctance he agreed to the western invasion. But having agreed, he is cooperating wholeheartedly with the United States and Russia in making the necessary preparations. Therefore, it was the exact truth he told when he assured Parliament that "the three great Allies are absolutely united in their action against the common foe," and in their purpose to cooperate after the destruction of Hitlerite tyranny, although admittedly there are many irritants in Anglo-Russian relations. The mutual understanding which now exists was responsible for the frankness with which he discussed the status of an independent Poland with Marshal Stalin, a status the Marshal pledged. Moreover, Mr. Churchill felt as many in official circles here do, that the Soviet Union is justified in seeking readjustment of its western frontier, Poland to receive compensation in the form of German territory, Germany being excluded from the advantages set forth in the Atlantic charter. The failure of the Prime Minister to mention Finland and the Baltic States probably was due to his anxiety not to embarrass the peace feelers between Helsinki and Moscow, and the possibility that Latvia, Esthonia and Lithuania might become "republics" of the Soviet Union. Another policy Mr. Churchill described which Washington endorses, is that in the cases of Italy, Yugo-Slavia and France, all parties and factions will be judged dispassionately on the basis of their readiness and ability to fight the Germans and thus lighten the burden of Allied troops. As he properly said, "this is not a time for ideological preferences." Also important in the Washington view was Foreign Minister Eden's statement that Britain had not agreed to any spheres of influence nor asked to agree to any. Upon his return from Moscow, Secretary Hull addressing Congress, indicated his objections to this method of foreign control.

Mr. Churchill was less happy in his discussion of the censorship question as a result of the experience of correspondents and broadcasters at Anzio. The seriousness of the situation at that Italian beachhead was confirmed by the President and by others who had knowledge of it. The Prime Minister's statement that he had imposed stricter censorship does not add to the confidence felt in the reports being received from the European front. The American people do not want to be alarmed but they do wish to be informed, and this they have been promised by our Commander-in-Chief and by Director Davis of the OWI. It is believed the President and the Prime Minister have reached or will reach an understanding on this important matter, and that the result will be permission for the distribution of information which will not be damaging to military operations, but which will satisfy the news hungry in this country.

Naval Personnel Matters—The Secretary of the Navy has approved a restatement of the Navy's temporary promotion policies drawn up by department officials and a digest of the policy will be made public to the service within the next few days. In general, the published policy will make few changes from procedures which have been followed for some time, but publication will serve to acquaint all officers, Regular and Reserve, active list and retired, with the methods followed in making temporary promotions.

The policy attempts to discourage "spot" promotions, a procedure which is becoming less necessary as sufficient numbers of officers move into the higher ranks. To implement the policy against "spot" promotions it is possible that a separate Alnav shortly will be issued outlining the circumstances under which spot promotions should or should not be granted. Spot promotions, personnel officials point out, should not be made to fill tables of allotments, nor to reward services performed. For example, if four commanders are allotted to the table of organization of a particular vessel and only three commanders actually are in the ship's personnel, a lieutenant commander aboard is not to be "spot" promoted. Performance of satisfactory services should be considered in recommending an officer for normal promotion, but not for advancing him out of line. Only those officers who actually require the higher rank to carry out their duties should be recommended for spot promotions. Commanders of fleet units, for example, have wide latitude in naming their chiefs of staff, and should a newly appointed flag officer name as his chief of staff an officer of a rank too low to permit him properly to perform his new duties, a spot promotion would be in order.

The selection board to recommend lieutenants of the line, Regular and Reserve, for promotion to lieutenant commander has resumed its deliberations. Sittings had been suspended pending submission of up-to-date fitness reports on eligible officers, since the board considered that the normal annual fitness reports were too rapidly outdated in time of war to permit an accurate appraisal of relative merit to be made. The board probably will require another month to complete its work and submit its recommendations. The line board's report will be followed by the report of a board sifting lieutenants of the staff corps of the Regular Navy and Naval Reserve for promotion to lieutenant commander. Task of the staff board is, of course, less onerous than the job of the line board.

Army Air Forces — General Henry H. Arnold, commanding general of the AAF, in announcing the major battle in the campaign against Nazi industry, the largest in United States air mission in history, said that it was estimated 25 per cent of the enemy's fighter plane production capacity was destroyed.

The mission, on 20 Feb., involved more men than those in an infantry division. Visibility was good over four large factories, at Leipzig, Aschersleben, Bernburg and Halberstadt, bombardiers reporting heavy damage to those targets.

"In addition to the strategic achievement," General Arnold said, "a tactical victory may be claimed by this AAF task force.

"The routing of the heavy bombers and the timing of the attacks by components of the main force and by medium bombardment planes in the coastal region were skillfully planned.

"The AAF attack enjoyed the advantage of having opposing German fighter planes more than usually scattered as a result of the RAF assault of the preceding night. German defense personnel is getting no rest.

"As a result, American losses were light. More than 100 German fighter planes were destroyed by AAF fighter squadrons."

A British war commentary on the preceding night's attack by the RAF by Brig. Gen. Horace Sewell states that in their attack on Leipzig 2,300 tons of bombs were dropped. The object of these operations, he said, is destruction rather than the prevention of retaliatory air raids, for the small raids on Britain drain the enemy's resources and do comparatively little damage.

Prime Minister Winston Churchill, speaking 22 Feb. before the House of Commons, stated that in the last 13 months more than half the submarines sunk were destroyed by British forces as well as 19 enemy warships and 316 merchant ships. The losses in officers and men of the Royal Navy, he said, have amounted to 7,677 plus an additional 4,200 merchant navy personnel. In addition, the British air forces have lost 38,300 men killed and 10,400 missing since the war began.

1st Lt. James J. Johnson became the first AAF fighter pilot to land and take off on the newly won Anzio beachhead, south of Rome. Forced down by engine trouble while returning from a bombing mission, Lieutenant Johnson landed his P-40 Warhawk on a small strip which had been hastily prepared by engineers for use by small artillery observation planes. Making necessary repairs with a borrowed screwdriver he then took off from the small strip and returned to his base.

TECHNICAL TRAINING COMMAND—Transfer of the AAF Eastern Technical Training Command headquarters from Greensboro, N. C., to St. Louis, Mo., and disbanding of the AAF Central Technical Training Command was announced 19 Feb. by the War Department. The action, taken to effect an economy of administrative personnel, will become effective 1 March.

Under the new alignment, the seven major installations now under the jurisdiction of the Central Technical Training Command will become part of the Eastern Command. They are Chanute and Scott Fields, Illinois; Sioux Falls Army Air Base, South Dakota; Willow Run Army Air Base, Michigan; Basic Training Center, Jefferson Barracks, Missouri and the AAF Technical School at Tomah, Wis. Two stations now under the Eastern headquarters, Gulfport Army Air Base and Keesler Field,

both in Mississippi, will become part of the Western Technical Training Command, Denver, Colo.

Maj. Gen. Jacob E. Fickel will continue as head of the Eastern Command in its new location.

Army Ground Forces—*HEADQUARTERS, AGF*—American troops have become even more adept at jungle fighting than the Japanese, Maj. Gen. Albert W. Waldron, now assigned to Headquarters, Army Ground Forces, declared at a Washington's Birthday dinner of the Benjamin B. French Lodge of Masons held in Washington this week. General Waldron served overseas in the Southwest Pacific prior to his present assignment.

General Waldron praised the Field Artillery for its work in overcoming some of the obstacles which face troops attempting to push forward in jungle warfare.

"We effectively cured the Jap of his liking for sniping from trees by firing several shells with quick fuses from our artillery pieces, thus bringing the bursts in the tree tops." After a week of this treatment, the Jap sniper moved from the trees to the ground, he stated.

Personnel at Headquarters, Army Ground Forces, purchased a total of $58,993.75 in War Bonds during the period from January 1 to February 15.

Four officers reported for duty to Headquarters this week. They are Col. Dana G. McBride, Cav., to the Requirements Section; Lt. Col. Burnell V. Bryant, Inf., to the G-3 Section; Capt. Jesse T. Carroll, Inf., and Chief Warrant Officer Ely J. Kahn, jr., NMB, both unassigned.

HEADQUARTERS, ANTIAIRCRAFT COMMAND—Brig. Gen. Frank C. McConnell, GSC, Chief of Staff, Antiaircraft Command, and Col. William D. Evans, GSC, Assistant Chief of Staff, G-1, Antiaircraft Command, at Richmond, Va., visited the Antiaircraft Artillery Training Center at Camp Hulen, Tex., and the Antiaircraft Replacement Training Center at Camp Wallace, Tex., this week.

Recent visitors to Headquarters, Antiaircraft Command, included Col. Carl F. Tischbein, CAC, Deputy Chief of Staff at the Antiaircraft Artillery Training Center at Camp Edwards, Mass.; Col. A. E. Rothernich, GSC, of Headquarters, Army Ground Forces, and Capt. Peter C. Messer, CAC, Assistant Military Attache, London.

CAVALRY SCHOOL—"What the soldier thinks is very important," Col. Thomas W. Herren, commandant of the Cavalry School at Fort Riley, Kansas, told graduates at exercises for an Officers' Advanced Course. "You officers will have as one of your most important jobs the development of an attitude in your men. They must know that the cause for which they are fighting is a just one. They must have the deep, honest conviction of the necessity for winning this war."

Maj. Willard O. Foster, jr., recently returned from the South Pacific theater, has joined the Cavalry School staff and faculty with the tactics department. Capt. Jean M. Korn, WAC, is another new member of the tactics department. Second Lieutenants John R. Danley and William C. Horan have been assigned to the communication department.

Bureau of Medicine and Surgery—Graduation exercises for the second class of Women's Reserve students at the Hospital Corps School, Naval Medical Center, Bethesda, Md., were held 22 Feb. Certificates were presented by Capt. John Harper, (MC) USN, commanding officer of the school, to 152 hospital corpswomen, of whom 10 per cent received rating as pharmacist's mates third class, 71 per cent as hospital apprentices first class and 19 per cent as hospital apprentices second class. Capt. Paul W. Wilson, (MC), USN, of the Naval Medical School, delivered the commencement address.

Rear Adm. Alexander G. Lyle, (DC), USN, and Capt. Robert S. Davis, (DC), USN, attended a meeting of the War Service Committee of the American Dental Association in Chicago, Ill., last week.

On 21 Feb. Comdr. Frank J. Braceland, (MC), USNR, left for the West Coast to meet with the San Francisco and Los Angeles Medical Societies to iron out details of the programs to secure additional doctors for the naval service.

A meeting was held in the Bureau of Medicine and Surgery 18 Feb. to examine and make recommendations for the revision of the Navy's psychiatric nomenclature. Those who attended the meeting included: Dr. Edward A. Strecker and Dr. Earl D. Bond, of Philadelphia; Capt. Forrest M. Harrison, (MC), USN; Comdr. George N. Raines, (MC), USN; Comdr. Frank J. Braceland, (MC), USNR, and Lt. Howard P. Rome, (MC), USNR.

Lt. Comdr. Elizabeth O'Brien, Navy Nurse Corps, has been promoted to rank of commander, NNC.

Among those who have reported for duty in the bureau are the following: Lt. Comdr. Frederic F. Wipperman, (MC), USNR, assigned to the division of aviation medicine; Lt. Norman E. Williams, (MC), USNR, assigned to division of aviation medicine; Ens. Margaret Lang, W-V(S), USNR, assigned to temporary duty in personnel division; Lt. (jg) Ethel H. Davis, W-V(S), USNR, assigned to temporary duty in the division of publications, and Lts. (jg) Frank J. Mitchell, (HC), USN, and George W. Wiese, (HC), USN, assigned to temporary duty in the division of research.

Chemical Warfare Service—An instructive and entertaining stunt which is going over big at Edgewood Arsenal, Md., is a Chemical Warfare Service version of "Information Please." Known as "Stump the Instructors," this militarized quiz program is held once a month to supplement the combat orientation lectures for the Officer Candidate School, but so popular is the feature that there is an increasing general arsenal turn-out.

What makes it particularly interesting, apart from the nature of the questions, is that the officer candidates are given—and eagerly seize—the opportunity of trying to stump their instructors. If the officers are unable to answer, the candidate submitting the poser is awarded a carton of cigarettes. The program is staged with all the embellishments of the network "Information Please."

Provost Marshal General—An Advisory Board on Fire and Accident Prevention has been established in the office of the Under Secretary of War, under the chairmanship of Brig. Gen. Archer L. Lerch, Assistant The Provost Marshal General.

The functions of the Board will be to analyze critically War Department organization on fire and accident prevention and to review periodically factual data with reference to the incidence of fires and accidents at privately operated facilities having contracts of particular importance to the war effort and at War Department installations. Inspections will be made of such facilities and installations as the Board deems necessary to carry out its duties.

Reports will be made quarterly to the Under Secretary of War providing factual data as to important trends of fire and accidents, both in actual number and as related to exposure, making necessary recommendations where other agencies of the War Department have previously refused or neglected to take action.

Quartermaster Corps—Col. Frank L. Carr, QMC, has been appointed Chief of the Remount Branch of the Office of the Quartermaster General. He succeeds Col. Edward N. Daniels, QMC, who has been assigned as commanding officer of the Fort Robinson, Nebr., Quartermaster Remount Depot and War Dog Reception and Training Center.

As Chief of the Remount Division, Colonel Carr will be in charge of the administration of four remount depots, seven purchasing and breeding headquarters, and five war dog reception and training centers. Function of these installations include the procurement, processing and issue of horses, mules, and war dogs for the armed forces.

Marine Corps—Marine Corps Headquarters is undergoing a manpower survey as part of an overall study of the Navy Department and Coast Guard Headquarters. The survey is being conducted by the management engineer of the Navy Department. It includes investigation of the replacement classification and effectiveness of officers in the ranks of major and below, and enlisted and civilian personnel. Lt. Comdr. John H. Beatty, of the management engineer's office, heads the survey within Marine Corps Headquarters.

Marine Corps Headquarters has issued Letter of Instruction No. 656 to clarify further the procedure to be followed in connection with the expenditure of welfare and recreation (REM) funds and required accountability. Reallocations of welfare and recreation funds, Navy, directed by the Commandant for the use of any Marine Corps units are ordinarily made to a specific purchasing quartermaster whose location is such as to facilitate the purchase of REM supplies from either commercial sources or from naval supply depots with minimum delay. The quartermaster designated is directed to purchase within the limits of the sum reallocated him such REM supplies as are requested by the unit commander for whose benefit the funds are provided. It is emphasized that unit commanders for whose use the REM allocations are provided are not themselves authorized to make purchases chargeable to these funds.

Pointing out that a number of claims have been submitted to the Quartermaster's Department covering mileage for travel of enlisted men performed at their own expense under orders authorizing the issuance of transportation in kind, when enlisted men have apparently decided on their own initiative to proceed at their own expense instead of using the transportation furnished, headquarters has called attention to the fact that enlisted men are not permitted to use their own discretion and it will be necessary that their claims be disallowed when travel is performed at their own expense under conditions where it is practicable to furnish transportation in kind.

The first Chinese to be commissioned an officer in the United States Marine Corps, is 2nd Lt. Wilbur Carl Sze, of Shanghai, China, who was commissioned on 25 Jan. at Washington, D. C. Lieutenant Sze was entered in the Aviation Ground Officer's School, Marine Corps Schools, on 7 Feb. 1944, from which he will be graduated as an officer specialist in electronics.

Bureau of Supplies and Accounts—Rear Adm. W. J. Carter, (SC) USN, Assistant Chief of the Bureau of Supplies and Accounts, has returned from a tour of the Pacific areas, extending as far as Australia. He was an observer at the invasion of the Marshall Islands and reported at a conference of senior officers in the Bureau this week that naval supplies are moving forward as required right up to the front lines.

Admiral Carter was informed by the Commander-in-Chief that the war in the Pacific is a matter of "Beans, bullets, and oil" and that the Supply Corps is holding up its end by keeping the "beans," meaning all supplies, and the oil moving forward to where needed.

Admiral Carter said that officers of the Supply Corps, in addition to regularly assigned duties, are serving on a wide variety of battle stations during engagements in the Pacific areas, including the command of gun crews.

Through the medium of the Lend Lease Accounting Division of the Bureau of Supplies and Accounts, any foreign government receiving Lend Lease aid can obtain an account covering items under the cognizance of any bureau of the Navy Department, or of the Marine Corps or Coast Guard.

Such records show the number and value of any particular type of ship leased, for instance; the value of subsistence provided; the value of telephone and telegraph services furnished, of repairs to naval vessels, of ammunition and aircraft lent or leased.

Procedures of the Lend Lease Accounting Division assure that the Bureau will be able to provide all information on naval Lend Lease that may be required at the close of the war by the various bureaus, Congress and the foreign governments.

An example of how effectively Reciprocal Lend Lease is operating is indicated by the experiences of a United States Navy base in the United Kingdom, which reported to the Bureau of Supplies and Accounts that it operated 12 months without spending a single "Navy dollar." During all the months of U. S. Navy operation, everything needed which was not available from our own Navy or Army stocks was furnished by the British as Reciprocal Aid. Because such "reverse Lend Lease" saves time, effort and shipping space, and because it is being so rapidly expanded, a subsection of the Bureau, within the Defense Aid Section of the Maintenance Division, is being organized for the handling of Reciprocal Aid matters.

All personnel of the Navy should not only show their file or service numbers, themselves, but should be sure their families know it, Rear Adm. W. B. Young, Chief of the Bureau of Supplies and Accounts and Paymaster General of the Navy, points out.

The Bureau's Field Branch in Cleveland, where family allowances and allotment checks are prepared and mailed may be needlessly delayed in answering correspondence concerning family allowances and allotments if the file or service number of the individual is not mentioned.

In response to requests from members of the Navy for release of war bonds held for safekeeping, the Field Branch of the Bureau of Supplies and Accounts, Cleveland, Ohio, has established the following policy:

Before any bonds held in the Navy Safekeeping Depository in Cleveland are released, a written request, bearing the signature of the grantor, must be received. As an exception to this rule, where the grantor of a bond held in safekeeping makes written request to the Field Branch, Bureau of Supplies and Accounts, Cleveland, Ohio, over his own signature, to release the bond upon application of the co-owner, this will be done. Every Thursday a list of bonds to be released is prepared, and forwarded to the Federal Reserve Bank of Cleveland, which receives the release requests on Fridays and mails bonds to the addresses as rapidly as possible.

In general, such bonds should be in the mail within 10 days to two weeks after release has been requested.

Ordnance Department — Maj. Gen. Albert W. Waldron, former Division Artillery Officer in the Southwest Pacific, who has returned to the United States for hospitalization, reports that Army Ordnance big guns and howitzers are invaluable in smashing strongly organized Jap positions, thereby permitting our infantry to advance with minimum casualties.

"The Japs had prepared long and thoroughly for jungle warfare. Their jungle weapons are light and especially adapted to jungle fighting. One of these, a calibre .25 rifle, put me out of action.

"In the early stages of our fighting, much of our newer equipment, such as carbines, landing barges and special artillery for air transport was not available to us. One of the Ordnance items which stood out from the start was the Garand rifle. It is an excellent weapon, greatly admired by the soldiers.

"At first, it was thought that our division artillery and heavier auxiliary weapons were too heavy to be considered for jungle combat. This continued to be true when difficult mountains without roads, and deep swamps without causeways, had to be crossed. However, when organized positions were finally encountered, including well camouflaged bunkers connected by trenches, it became evident that artillery weapons would have to be employed or the loss to our infantry would be very high. Eventually,

landing fields or beaches close to the operation were opened up, and it was found that even the Ordnance 105-mm. howitzer could be transported by plane or ordinary small island boats.

"Incidentally, the 105-mm. howitzer is a superb weapon, durable, accurate, and with great firepower. With the very efficient Ordnance high explosive time shell, it has a devastating effect on the Japs. It was better by far than anything the Japs had to bring against us.

"Another splendid piece of Ordnance artillery is the 155-mm. gun. It was a good weapon in World War I. But the new 155-mm. 'Long Tom' gun is much better, greatly improved in firepower, range and accuracy. It is doing yoeman service on many battlefields. Other outstanding Ordnance field artillery weapons with great capacity are the 155-mm. howitzer, the 8-inch gun, and the powerful 240-mm. howitzer."

Army Chaplains' Corps—The good will existing between the inhabitants of Iceland and the American soldiers stationed there was lauded by Bishop Sigurgeir Sigurdsson, Lutheran Bishop of Iceland, on a visit to Washington, D. C., with Chaplain (Brig. Gen.) William R. Arnold, Chief of Chaplains, United States Army.

Bishop Sigurdsson, in Washington as an official delegate of the Icelandic Government, said that "The mutual good will and understanding of your two fine commanding generals, Maj. Gen. Charles H. Bonesteel and his successor, Maj. Gen. William S. Key, and the Church of Iceland, have done much to insure friendly relations of the people of Iceland and the United States of America. That friendliness has grown as we have come to know and understand your people."

SCHOOL AND CAMP DIRECTORY

The Schools and Camps listed below are effectively equipped to care for the educational and recreational needs of the children of members of the services and this Directory is recognized as an authentic and reliable aid to service parents in solving the problem of child education. For details as to the Schools listed in this Directory address them directly, or communicate with the Army and Navy Journal Department of Education, 1711 Conn. Ave., Washington 9, D. C.

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Bishop Sigurdsson was welcomed by Chaplain (Col.) George F. Rixey, Deputy Chief of Army Chaplains, and introduced to all members of Chaplain Arnold's staff. He was accompanied by Mr. Henrik S. V. Bjornsson, First Secretary of the Icelandic Legation.

Bureau of Ships—The Shangri-La, 27,500 ton aircraft carrier of the Essex class with modifications, was launched 24 Feb. at the Norfolk, Va., Navy Yard. The sponsor of the vessel was Mrs. James Doolittle, wife of Maj. Gen. James Doolittle.

The heavy cruiser Pittsburgh was launched 22 Feb. at the Quincy, Mass., shipyard of the Bethlehem Steel Co. Mrs. Cornelius D. Scully, wife of the mayor of Pittsburgh, was sponsor.

The submarine Icefish, launched 19 Feb. at the Manitowoc Shipbuilding Co. yards, Manitowoc, Wis., was sponsored by Mrs. Stanley P. Moseley.

Another submarine launched on the same day was the Trumpetfish, at the Philadelphia yards of the Cramp Shipbuilding Co. The new vessel was sponsored by Mrs. Ellen L. Wilkins.

Two destroyer escorts were christened in honor of Marine heroes who died in the Pacific, at a double launching 22 Feb. at the yards of the Federal Shipbuilding and Dry Dock Co., Newark, N. J. The Gilligan was sponsored by Mrs. John J. Gilligan, mother of the late Pvt. John J. Gilligan, jr., and the McCoy Reynolds by Mrs. Tillie Reynolds, mother of the late Pvt. McCoy Reynolds.

The Navy tanker Manattee, launched 19 Feb. at the Bethlehem-Sparrows Point Shipyard, Baltimore, Md., was sponsored by Mrs. Paul V. McNutt, wife of the War Manpower commissioner.

The Secretary of the Navy has designated Mrs. Randall Jacobs, wife of Vice Adm. Randall Jacobs, USN, Chief of Navy Personnel, as sponsor of the submarine Amberjack and Mrs. Walter S. Anderson, wife of Rear Adm. Walter S. Anderson, USN, President of the Board of Inspection and Survey, as sponsor of the submarine Amberjack. Both vessels are now under construction at the Boston Navy Yard.

The aircraft carrier Bennington is scheduled for launching today, 26 Feb., at Navy Yard, New York. Artemus L. Gates, Assistant Secretary of the Navy for Air, will speak. The sponsor of the new carrier will be Mrs. Melvin J. Maas, wife of Rep. Maas, of Minnesota, ranking Republican on the House Naval Affairs Committee.

Army Signal Corps—Two Signal Corps officers—Col. Harold H. Lawson and Lieut. Col. Edward J. Hardy—are now on terminal leave prior to their return to an inactive status. Both have reached the statutory age limit. Col. Lawson, whose home is in California, was called to active duty in March, 1941, and was recently stationed at the Lexington (Ky.) Signal Depot. Prior to that he was commanding officer of the Los Angeles Signal Depot. Lt. Col. Hardy, a native of Scotland, was a specialist and consultant in industrial X-Ray and electrical equipment before being called to active duty in May, 1941. Among his assignments has been that of Director, Signal Corps Photographic Field Laboratory Headquarters at Camp Livingston, La.

During the last quarter of 1943, the Army Pictorial Service reports, Signal Corps photographers sent more than 31,000 pictures to its Library, of which approximately 23,000 came from overseas. Every war theater and every aspect of military activity was represented, and more than 176,000 prints were produced and distributed on special requests. In the main, the special orders came from within the Army for purposes of military information and training, historical records and publicity.

Maj. Eldon A. Koerner, former commanding officer of the Philadelphia Signal Corps Inspection Zone, has been named commanding officer of the Chicago Signal Corps Inspection Zone, succeeding Maj. Edward W. Pride who has been assigned to the Philadelphia Signal Corps Procurement District. Maj. Bernard Ensman, former commanding officer of the San Francisco Signal Corps Inspection Zone, has been assigned to the Procurement Division, Office of the Chief Signal Officer. He has been succeeded by Capt. Paul R. Hartman, who has been officer-in-charge of Inspection Operations in the Dayton Signal Corps Inspection Zone.

U. S. War Communiques

NAVY DEPARTMENT

No. 506, 19 Feb.

Pacific And Far East: 1. Two U. S. submarines recently returned from patrols deep in Japanese Empire waters report sinking 13 enemy merchant ships totaling 68,200 tons.

2. These sinkings have not been reported in any previous Navy Department Communique.

CINPAC

No. 36, 19 Feb.

Our forces have captured the enemy air base at Engebi and several other islands in the northern portion of the Eniwetok Atoll. Preliminary reports indicate our casualties have been light.

Assaults on other portions of the atoll are proceeding according to schedule.

No. 37, 20 Feb.

The Pacific Fleet has returned at Truk the visit made by the Japanese Fleet at Pearl Harbor on 7 Dec. 1941, and effected a partial settlement of the debt. Initial approach was undetected.

During attacks on 16 and 17 Feb. (West Longitude Date) our carrier planes destroyed at least 201 enemy aircraft, 127 of which were shot down in combat. More than fifty additional enemy aircraft were damaged on the ground. There was no enemy air opposition on the second day of the attack.

Enemy surface ships sunk included two light cruisers, three destroyers, one ammunition ship, one seaplane tender, two oilers, two gunboats, and eight cargo ships. Additional enemy ships probably sunk included one cruiser or large destroyer, two oilers, and four cargo ships.

Shore facilities on the principal islands, including airdrome runways and installations, were thoroughly bombed and strafed.

Our losses were 17 planes. None of our ships was lost, but one sustained moderate damage.

Admiral R. A. Spruance, U. S. Navy, was in over-all command of the operation and Rear Admiral Marc A. Mitscher, U. S. Navy, former commanding officer of the Hornet, directed the carrier air attack.

No. 38, 21 Feb.

Our forces have landed on Eniwetok Island. Have possession of the western half of the island. The attack is being carried out by elements of the 106th Infantry supplemented by a unit of the 22nd Marines.

Except for Parry Island, the remainder of the Atoll is in our hands.

Our casualties continue to be light.

No. 39, 22 Feb.

Our forces have captured Eniwetok Island. Enemy resistance has been stubborn, and small pockets of troops are yet to be overcome. Parry Island is being heavily attacked by our air and surface forces.

Preliminary reports indicate that our over—all casualties in the capture of the Eniwetok Atoll as of last night are approximately 150 dead and 350 wounded.

No. 40, 23 Feb.

1. The conquest of Eniwetok Atoll was completed on the evening of 22 Feb (West Longitude Date) with the capture of Parry Island.

The enemy garrison which defended the atoll is estimated at 3,000.

2. A strong Pacific Fleet Task Force, including several hundred carrier-based aircraft, struck Saipan and Tinian Islands in the Mariana Group, on 22 Feb. (West Longitude Date). Further details are not now available.

GENERAL MacARTHUR'S HQ., SOUTH-WEST PACIFIC

17 February

Northwestern Sector: Reconnaissance activity only.

Northeastern Sector: New Ireland: Kavieng: Continuing our reduction of the enemy's Bismarck bases, our escorted medium and attack planes again struck Kavieng in force at minimum altitude. The town was left a mass of flames and smoke. A 3,000-ton cargo ship, three coastal and several smaller craft were sunk. Two float planes were destroyed and three others damaged. The airdrome was heavily covered. Anti-aircraft fire was intense, and eight of our planes were shot down. In face of heavy fire from the shore, our flying boats landed in the harbor and rescued a number of the crew.

New Britain: Jacquinot Bay: Our escorted medium units dropped twenty-three tons of bombs on supply areas and buildings at Wunung plantation, causing large explosions and fires visible thirty miles. To the southwest our attack planes bombed and strafed Rano plantation, destroying ammunition dumps and starting large fires.

Willaumez Peninsula Area: Our heavy units bombed enemy positions at Talasea. Escorting planes shot down an enemy fighter. Our attack planes, at minimum altitude, bombed and strafed enemy installations at Cape Hoskins, destroying ammunition dumps and starting fires.

Cape Gloucester: Our ground troops have cleared the Borgin Bay and Cape Mensing area and are continuing to probe forward. Our light naval units have destroyed two enemy barges off Rein Bay. There were two minor enemy air raids on our positions.

New Guinea: Wewak: Our night air patrols sank a 1,000-ton enemy freighter and damaged a submarine chaser. Our fighters strafed and wrecked two surface craft at Wewak. Our air patrols, in a daylight sweep over the area, shot down without loss seven enemy fighters and two others probably. In a low-level attack against Dagua airdrome on 14 Feb., twenty-seven enemy aircraft caught on the ground were destroyed or severely damaged.

Madang Coast: Our air patrols bombed buildings at Karkar Island and strafed gun

(Continued on Next Page)

U. S. War Communiques

(Continued from Preceding Page)

positions at Uligan Harbor. Our dive-bombers and escorting fighters struck Alexishafen airdrome, destroying or damaging ten enemy planes surprised on the runway.

Rai Coast: Our military shelled enemy occupied villages southwest of Saidor. Our escorted dive-bombers harassed inland trails and started fires in villages. Individual enemy reconnaissance planes ineffectually raided our positions without incident.

Bougainville: Our dive-bombers attacked Aitara and Piano missions in southwest Bougainville.

18 February

Northwestern Sector—Ambon: Our medium units at night bombed barracks and jetty areas, starting numerous fires and silencing gun positions. One of two intercepting enemy fighters was shot down. Our heavy units dropped twenty-four tons of bombs on Halong and Haroekoe airdromes, causing fires visible forty miles. On returning to the base, one plane bombed Saumlaki.

Aroe Islands: Our long-range fighters bombed and strafed the airdrome and adjacent supply areas at Dogal and Barat.

Northeastern Sector: New Ireland—Mussau Island: Our reconnaissance planes during the night spotted a convoy attempting to bring in supplies and reinforcements from the north to the enemy's hard-pressed garrisons in the Bismarck Archipelago. Our heavy and medium units immediately struck, destroying or severely damaging an 8,000-ton tanker, which was beached; a 6,000-ton transport or cargo ship, three 1,500-ton cargo ships and an escorting destroyer. All these ships sustained many direct hits. Our planes are continuing the attack.

Kavieng: Our heavy units in adverse weather struck the airdrome, supply and bivouac areas, silencing gun positions and causing fires and extensive damage.

Borpop: At midday our heavy units from their Solomons bases dropped seventy-four tons of bombs on the airdrome, damaging the runway and destroying gun positions.

New Britain—Rabaul: Our Solomons-based bombers of all types continued the assault on enemy air bases. Striking at dawn on 14 Feb., medium units caught eighteen enemy bombers lined up at Tobera airdrome and destroyed or damaged all by strafing. At midday, escorted heavy, medium and light bombers placed 190 tons of explosives on Rapopo, Vunakanau and Toberia, probably destroying eight parked aircraft and damaging many gun positions. Of twenty enemy fighters engaged, one was shot down and one probably. The following morning, our escorted medium units dropped thirty-one tons on Vunakanau. More than fifty enemy fighters attempted interception. We shot down nine and two probably, losing one of our fighters with others damaged.

Jacquinot Bay: Our escorted medium units dropped twenty tons of bombs on Wunung plantation, damaging a bridge and causing explosions in supply areas. At Cape Hoskins, our attack planes bombed and strafed enemy installations.

Torrock Bay: Our ground forces now have reached the El River. Many abandoned enemy dead were found en route.

Vitu Islands: Our air patrols bombed and strafed enemy bivouac areas.

New Guinea—Wewak: Our air patrols at night wrecked ten barges at Musch Island. By day they attacked targets of opportunity along the coast at Hansa Bay, Sarang Harbor and Bagabag Island.

Rai Coast: Our troops west of Saidor are in contact with the enemy along the Mot River. Our escorted dive-bombers attacked inland villages.

Green Islands: Our air patrols after dawn intercepted fifteen enemy dive-bombers attacking our shipping, and shot down six without loss.

Buka: Our air patrols and light naval units attacked shore installations along the west coast.

Bougainville: Our heavy units dropped seventy-five tons of bombs on Kahili airdrome. Our air patrols attacked local targets at Empress Augusta Bay, damaging three bridges. Enemy dive-bombers at dusk attacked our shipping west of Empress Augusta Bay with minor damage and moderate casualties. Two of the planes were shot down.

Treasury Islands: A dawn raid by two enemy planes was ineffective.

19 Feb.

Northwestern Sector: Reconnaissance activity only.

Northeastern Sector: New Hanover: Our medium units continued the assault on a southbound convoy attempting to reinforce the enemy's Bismarck bases. Striking at mast-height in successive attacks, we sank a 7,500-ton tanker, five cargo ships of 2,000 tons each, a 500-ton freighter and two escorting covettes. Enemy personnel casualties were heavy. With losses listed yesterday of an 8,000-ton tanker, a 6,000-ton transport, three 1,500-ton cargo ships and an escorting destroyer. This brings the total to twelve merchant ships of an aggregate tonnage of 36,500 tons and three small escorting warships. This is believed to have comprised practically the entire convoy.

New Ireland: Kavieng: Our heavy units bombed Panapai airdrome, scoring more than thirty direct hits on the runway and leaving it unserviceable.

New Britain: Rabaul: Our Solomons-based heavy units with escort attacked Vunakanau airdrome midday with forty-five tons of bombs. Many direct hits were scored on runway and revetment areas where three parked bombers were damaged. There was no interception.

Talasea: Our escorted heavy units bombed installations, destroying the jetty and other ground objectives.

Vitu Islands: Ou rescorted medium units dropped twenty-eight tons of bombs on Grove Islands with damaging effect.

Borgen Bay: Two enemy planes raided our shipping at midday, causing minor casualties and damage.

New Guinea: Madang Coast: Our dive-bombers and escorting fighters attacked enemy supply areas at Alexishafen, causing fires. Our air patrols attacked enemy installations at Amron Mugil plantation and northward along the coast.

Mintjim Valley: Our fighters dive-bombed and strafed enemy positions near Saipa and along the main Bogadjim Road.

Green Islands: Enemy night raiders dropped twenty bombs with no casualties or damage. Our air patrols shot down two enemy floatplanes.

Buka: Our night air patrols and light naval units attacked coastal targets. Our fighters shot down a nenemy bomber.

Bougainville: Our ground force patrols north of Torokina report clashes with enemy outposts. Our night air and surface patrols attacked coastal targets south of Empress Augusta Bay and enemy small craft between Torau Bay and Choiseul Bay, where one barge was sunk and others damaged. Our day air patrols damaged the Mibo River bridge, sank a barge at Tonolei and strafed gun positions at Kahili Kara and Ballale.

21 Feb.

Northwestern Sector: Timor: Kupang Area: Our medium units and escorting fighters attacked and damaged ground installations, including the Mina River bridge.

Northeastern Sector: Admiralty Islands: Our heavy reconnaissance units bombed Lorengau.

New Ireland: Our Solomons-based divebombers and covering fighters raided enemy installations at Capt St. George.

New Britain: Our air patrols attacked targets at Talasea and Commodore Bay, destroying three launches. On the south coast shore installations near Cape Beechey were strafed. Our light naval units at night attacked enemy shore installations at Garove Island. An enemy reconnaissance plane raided Arawe without damage.

Rabaul: Our Solomons-based medium and heavy units with escort, continuing the attack on the airdromes, struck Vunakanau and Tobera with 123 tons of bombs. Many hits were scored on runways and in dispersal areas, where at least two aircraft were destroyed. In the air, we shot down without loss thirteen enemy fighters and three probably.

New Guinea: Our night air patrols destroyed six barges west of Muschu Island. To the east, a medium unit destroyed six barges and caused explosions in supply dumps at Hansa Bay. Our dive-bombers attacked enemy-occupied villages north of Alexishafen and at Amele, starting fires. Our air patrols strafed targets of opportunity at Madang and bombed gun positions on Karkar Island.

Bougainville: Our air patrols strafed enemy fuel dumps in Matchin Bay, causing fires, and by night bombed enemy positions on the northeast Buka coast. South of Kieta our dive-bombers attacked Koromira Mission and the Lulual River bridge.

22 Feb.

Northwestern Sector: Ambon: Our heavy units at night dropped thirty-four tons of bombs on Laha airdrome causing large fires and explosions visible sixty miles. There was no interception.

Northeastern Sector: New Ireland: Kavieng: Maintaining a close blockade on the Bismarcks our air units on successive days inflicted heavy losses on enemy shipping outward bound from Rabaul and dispersed for safety in near-by coastal bays. Nine ships were sunk, comprising six medium-sized merchant vessels and three escorting corvettes and patrol ships. In addition three medium-sized freighters were severely damaged and probably destroyed. This is the second convoy within the week to be practically annihilated in these waters. This brings the total of enemy shipping and plane losses in the Bismarck operations of the last week to forty-four ships and 164 planes.

Cape St. George: Our naval units at dusk bombarded enemy shore installations. A Solomons fighter destroyed a floatplane south of Borpop.

New Britain: Rabaul: Our sustained air assault was continued by Solomons-based heavy torpedo and dive bombers with fighter cover. Lakunai and Tobera airdromes were extensively damaged and many direct hits were scored in the target area. In air combat with over fifty enemy fighters our pilots report shooting down twenty-six defintely and three probably for minor losses.

Arawe: Our ground forces in advanced barge patrolling along the Itni River have captured an enemy gunboat, eleven landing craft and a well-stocked supply dump.

New Guinea: Huon Peninsula: Our ground forces mopping up killed or found dead an additional 220 of the enemy.

Wewak: Our night air patrols attacked and sank a 6,000-ton vessel north of But. At Hansa Bay our dive-bombers struck Nubia Plantation and escorting fighters strafed coastal targets to the east silencing five gun positions and damaging ground installations.

Bougainville: Our light naval units and air patrols attacked targets along the coast. Our torpedo and dive-bombers attacked inland enemy positions.

23 Feb.

Northwestern Sector: Reconnaissance activity only.

Northeastern Sector: New Britain: Our medium units bombed enemy installations and small craft at Cape Hoskins and Fullerborn Harbor. Our fighters strafed enemy positions at Garove Island, silencing gun positions and inflicting casualties. Our light naval units at night destroyed or damaged four barges.

Rabaul: Our escorted medium bombers from Solomons bases continued their daily attacks on airdromes, dropping fifty-two tons of bombs on newly repaired runways at Lakunai and starting large fires in the revetment area. There was no interception. One of our planes was shot down by ground fire.

New Guinea: Hansa Bay: One of our heavy units bombed supply areas and our air patrols destroyed or damaged six enemy barges along the coast.

Madang coast: Our escorted heavy units bombed Vitar Plantation. Our attack planes bombed and strafed enemy installations on Karkar Island and air patrols swept the coast, silencing gun positions and destroying ground installations.

Saidor area: Our ground forces captured Gabumi village and established a bridgehead on Mot River west of Yamai. Our artillery fire broke up enemy concentrations near Cape Iris. Farther west our dive bombers bombed and strafed Mindiri causing fires.

Green Islands: Our night air patrols shot down an enemy float plane.

Bougainville: Our ground units report killing over 120 of the enemy in a series of patrol clashes in the interior. Our artillery shelled enemy targets in the Empress Augusta Bay area.

Our air patrols by day attacked the perimeter targets at Torokina and south. At Matchin Bay and Buka Passage they destroyed twenty-one barges. By night our light naval and air patrols attacked enemy positions at Ballale, Sarime Plantation and coastal targets on Buka and sank two barges off Mutupina Point.

U. S. STRATEGIC AF IN EUROPE

21 Feb.

Fighters and bombers of the American AAF destroyed 126 enemy aircraft in the air 20 Feb. while carrying out the largest daylight air attacks in history against fighter aircraft plants and other targets in Germany.

Heavy bombers of the Eighth Air Force accounted for sixty-five of the total and, as previously announced, AAF fighters destroyed sixty-one. A final assessment of losses shows twenty-one bombers and three fighters missing.

In addition to targets already announced, military installations at Rostock, Germany, on the Baltic Coast were attacked in Sunday's operations.

A later communique: Heavy bomber divisions of the Eighth Air Force escorted by AAF fighters continued their offensive against the Reich today, bombing military installations in northwestern Germany.

The size of the forces approximated those which took part in Sunday's large operations.

Another later communique: Very strong forces of heavy bombers of the Eighth AAF escorted by almost equally large formations of AAF fighters attacked aircraft factories at Brunswick and major airdromes with repair depots in northwest Germany today.

Nearly as many aircraft were employed in this second successive day of the major offensive as participated in the assault on units of the German fighter aircraft industry Sunday.

Two airplane component factories at Brunswick, which were badly damaged Sunday, were again attacked. Targets at Hanover and several large aircraft parks and other military installations near the Netherlands border also were attacked.

Among the airdromes were those at Bramsche, Lingen, Vechta, Quakenbrueck, Diepholz and Ahlhorn.

Our fighters shot down thirty-three enemy aircraft. Fifteen of our bombers and five of our fighters failed to return. The number of enemy aircraft destroyed by our bombers is not yet tabulated.

22 Feb.

The Eighth and Fifteenth AF carried on an offensive against fighter aircraft factories and other targets in Germany today in the first coordinated attack from bases in the United Kingdom and Italy.

The combined assault, coordinated and directed by the US Strategic AF in Europe was the thrid major daylight operation in as many days aimed at the destruction of Germany's capacity to maintain an aerial defensive against further bombing.

Our bomber divisions were supported by fighters of the Eighth, Ninth and Fifteenth AF and RAF, Dominion and Allied Spitfires.

Final assessment of the victories in the air during Monday's operations by our British-based heavy bombers shows the bombers destroyed eighteen enemy fighters, bringing to fifty-one the total number shot down that day. Destruction of thirty-three by Army Air Force fighters was announced previously.

A later communique: Strong forces of heavy bombers of the Eighth and Fifteenth AF attacked fighter aircraft factories at Bernburg, Regensburg, Oschersleben and Halberstadt today in the first coordinated aerial assault from England and Italy.

The attack was a continuation of the major air offensive which today went into the third successive day under the direction of the United States Strategic Air Forces in Europe.

Bombers from the United Kingdom successfully attacked a Junkers 88 assembly factory at Bernburg for the second time in three days and the major airframe component factories at Oschersleben and Halberstadt.

Bombers from Italy attacked the Messerschmitt 109 assembly and major airframe component factories at Regensburg.

Bomber divisions were supported against strong enemy opposition by large forces of fighters from the Eighth and Fifteenth AF, and by the Ninth AAF, RAF, Dominion and Allied fighters of the AEF. They also bombed airfields and other military targets in central and southern Germany.

AAF fighters based in the United Kingdom shot down fifty-eight enemy aircraft.

One of our fighters was destroyed and ten are missing. Forty-one of the Eighth AAF bombers are missing.

The victories by the bombers have not yet been tabulated.

(*Please turn to Page* 770)

QUICK LOANS TO REGULAR OFFICERS

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LT. Gen. Alexander A. Vandegrift, Commandant of the Marine Corps, has with Mrs. Vandegrift moved into the Commandant's quarters at the Marine Barracks in Washington, the spacious old-time mansion that has played a prominent part in the social and military history of the Capital. It has been undergoing renovations since the departure of Lt. Gen. and Mrs. Thomas Holcomb.

—o—

Mrs. William Watson, bride of Comdr. Watson, USN, was hostess at an informal luncheon Tuesday at the Mayflower, entertaining among others, Mrs. Frederick W. Witt, wife of Lt. Comdr. Witt, and Mrs. John Bemis Veach.

—o—

Lt. Comdr. and Mrs. F. M. Witt have with them her son, Bradley Cunningham, home on furlough from Parris Island, and who has been transferred to Camp Lejeune, N. C.

Comdr. and Mrs. Witt entertained at a cocktail party Wednesday afternoon at the Mayflower in compliment to Capt. Joseph Y. Dreisentok, USN, and Mrs. Dreisenstok.

—o—

During the absence of her husband, Maj. Gen. Albert W. Kenner, who has returned to overseas duty, Mrs. Albert W. Kenner is staying in their home, 4925 Rudman Street, Spring Valley section of Washington.

Also, their son returned to duty with the Army some time ago after an illness of several months.

—o—

Mrs. Augustine Francis Shea, known in service, social and literary circles as Nancy Shea, is spending the winter in Palm Beach, Fla., where she has a studio apartment at No. 5 Phipps Plaza. Mrs. Ira Eaker, wife of Lt. Gen. Eaker, spent a week with Mrs. Shea recently and Mrs. Willard Wyman of Washington, D. C., wife of General Wyman, is spending the month of February with Mrs. Shea. Both Mrs. Eaker and Mrs. Wyman have been extensively entertained during their visits in Palm Beach.

—o—

Mrs. Richmond T. Gibson, wife of Col. Gibson, who is on duty in the Southwest Pacific, entertained at a lovely tea in their attractive Coral Gables home, honoring members of the "Evacuee Club" which consists of wives of the Army, Navy and Marine Corps officers on duty out of the United States. The club, of which she is president, was organized by Mrs. Gibson two years ago when Col. Gibson left the country. Mrs. Gibson is also very active in war work throughout Miami.

—o—

Lt. Robert James Morgan, USN, and Mrs. Morgan announce the birth of a son, Robert James Morgan, jr. 9 Feb., at Brevard Hospital, Melbourne, Fla.

The baby is a grandson of Vice Adm. Charles A. Blakeley, Ret., USN, and Mrs. Blakeley, and of the late Mr. and Mrs. J. J. Morgan, of Fresno, Calif. Mrs. Charles A. Blakeley, who is visiting her daughter, Mrs. Robert J. Morgan, at 1 Sunset Terrace, Eau Gallie, Fla., plans to rejoin Vice Admiral Blakeley, USN, Ret., the middle of March, in Coronado, Calif., where they now make their home at 1525 Pendleton Road.

—o—

Mrs. Mortimer R. Irion, wife of Major Irion, was hostess the other day to a group of ladies at an informal luncheon at Pierré's.

—o—

Mrs. Macgill James of Washington, with her sister, Miss Sally Kinsolving, of Baltimore, who is spending the winter in New York, spent last week-end with their brother, Maj. Herbert Leigh Kinsolving, who is a professor of mathematics at West Point.

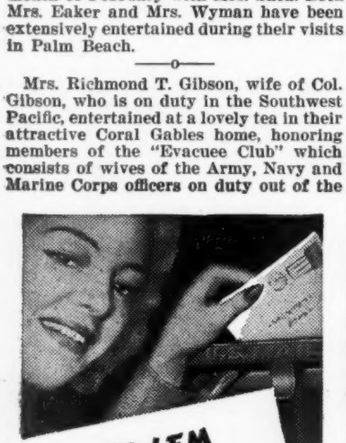
—o—

Mrs. Walter James Alsop of Ft. Sam Houston, Tex., has returned from New Orleans, where she has been visiting with Army and Navy friends. She will have as her house guest for the next two weeks, Mrs. Vester M. Shultz and Miss D'Nola McCaleb of Dallas, Texas. Lt. Col. Shultz is now on duty in Australia.

—o—

Lt. Comdr. and Mrs. Charles J. Fish were hosts at a supper party Sunday

(*Please turn to Page 766*)



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SERVICE SOCIAL NEWS

MRS. MARVIN REA KIMBRELL, JR.

who before her recent marriage to Lieutenant (jg) Kimbrell, USN, was Miss Jane Elizabeth Kirk, daughter of the Surgeon General of the Army and Mrs. Norman T. Kirk.

Weddings and Engagements

MAJ. Gen. and Mrs. Richard K. Sutherland announce the engagement of their daughter, Natalie, to Lt. Robert Bostwick Carney, jr., USMC, son of Rear Adm. and Mrs. Robert B. Carney, USN.

Miss Sutherland attended Holton Arms in Washington and Lieutenant Carney Dartmouth College, entering the Marine Corps in April of 1942.

General Sutherland is Chief of Staff to General Douglas MacArthur, USA, and Admiral Carney is Chief of Staff to Admiral William Halsey, USN.

No date has been set for the wedding.

—o—

Before the altar of the Memorial Chapel at the Army Medical Center, profusely banked with white snapdragons, stocks and gladioli against a background of greenery and lighted by myriad tapers, Miss Jane Elizabeth Kirk, daughter of the Surgeon General of the Army and Mrs. Norman T. Kirk became the bride of Lt. (jg) Marvin Rea Kimbrell, jr., USNR, Saturday evening, 19 Feb. with the Rev. George F. Rixey, Deputy Chief of Chaplains, USA, officiating.

Maj. Gen. Kirk gave his daughter's hand in marriage. She wore a gown of ivory satin with veil of princess lace, an heirloom in the family, over tulle, with coronet of similar lace and carried calla lilies.

Her sister, Ann Duryea Kirk, was her maid of honor. The bridesmaids were the Misses Martha J. Bliss, Katherine Callender, Jane A. Duryea, and Marion W. Heckel, the latter the roommate of the bride at Michigan State College.

Lt. Joseph L. Rankin, jr., cousin of the bridegroom, was his best man, and ushers were Maj. Carl H. Gohres, Capt. Edson E. Getman, MC, AUS; Lt. Comdr. James K. Rankin, USNR; Lt. (jg) Charles Trefts, USNR, Austin L. Bealle, USNR, Pfc. Joseph A. Elliott, jr., MD, AUS.

A reception followed at the quarters of Gen. and Mrs. Kirk, with the parents of the bridegroom, Mr. and Mrs. Marvin R. Kimbrell of Charlotte, N. C., receiving with the host and hostess and wedding couple.

Lt. and Mrs. Kimbrell will make their home in Arlington, Va., at The Lehigh, on Lee Boulevard. Mrs. Kirk is busy overseeing the packing of her daughter's bedroom furniture and other personal belongings from her girlhood home to her new residence in Virginia. Incidentally, a great many of the flowers used in decorations at the wedding were sent from a personal friend in Boston.

—o—

Col. Harry L. King, CAC, USA, and Mrs. King of Minneapolis, announce the engagement of their daughter Elizabeth Windsor, to Lt. George Cornelius Ball, jr., USN. Miss King was graduated in Home Economics from Kansas State College and the University of Kansas School of Nursing last spring. Since that time she has been a supervisor at the University of Kansas Hospital, Kansas City, Kans. Lt. Ball, son of Mrs. Cornelius Ball and the late Mr. Ball of Batesville, Ark., is a 1941 graduate of the U. S. Naval Academy and is at present commanding officer of a United States submarine. The wedding will take place this spring in Minneapolis where Colonel King is P. M. S. & T. at the University of Minnesota.

Miss Marjorie Marchand, daughter of Mr. and Mrs. Ray Marchand of Cornwall-on-Hudson, N. Y., and Lieut. Albert J. Bowley, AC, were married in the Drew Field Chapel, Tampa, Fla., on January 10. Chaplain Hewlett officiated. The bride was attended by her sister, Mrs. John E. Beier, recently of Schofield Barracks, H. T. The best man was Lt. J. M. Philpott, and the ushers were Lieuts. Thomas E. McCabe, Stephen H. Sherrill, jr., Thomas S. Garrett and William Brake, all West Point classmates of the groom. Lt. Bowley is the son of Col. and Mrs. F. W. Bowley of West Point, N. Y., and was graduated from the U. S. Military Academy in June 1943.

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The marriage of Miss Carroll Virginia McRae, daughter of Lt. Col. and Mrs. Richard O. McRae, to Capt. George Taylor, USA, took place on Tuesday evening, 8 Feb. in the Chapel of the Percy Jones General Hospital, located in Battle Creek, Michigan. The marriage was performed by the bride's father, who is the Chaplain of the hospital. Following the ceremony, a reception was given in the Officers' Club.

Capt. Taylor is a graduate of the University of Missouri and is with the Ninth Armored Division. The bride graduated from Ohio Wesleyan University and is a member of the Gamma Phi Beta Sorority.

—o—

1st Lt. Harry C. Fuller, MAC, and 2nd Lt. Mary G. Ross, Army Nurse, were married in Italy in the Administration Building of their hospital on 21 Jan. at 8 P. M. Col. Henry R. Carstens, MC, Commanding Officer of the hospital, gave the bride in marriage. 2nd Lt. Jessie M. Ross, ANC, sister of the bride, was maid of honor; and Capt. Robert W. McClure, MC, was best man. The ceremony was performed by Chaplain Robert C. Withington. 1st Lt. Robert Spiro, MAC, Chicago, Ill., rendered several vocal selections.

The bride is the daughter of Mr. Alexander Ross, of Hamilton, Ontario, Canada. Lt. Ross was graduated from the Windsor Collegiate Institute, and the General Hospital, Walkerton, Ontario.

The bridegroom is the son of Maj. Harry N. Fuller, USA, Ret., of San Diego, Calif. After more than 15 years in the regular Army, Lt. Fuller received appointment in the Medical Administrative Corps of the Army in August 1942, and joined his present unit in December 1942, assigned to duty as Commanding Officer, Medical Detachment.

—o—

Miss Marcella Jane McCaw, daughter of Col. and Mrs. W. W. McCaw, became the bride of Capt. Walter Edward Murray, DC, at the Post Chapel, Fitzsimons General Hospital, 4 Feb. Colonel McCaw is commandant of the School for Medical Department Enlisted Technicians.

The military ceremony was performed by candlelight, with Chaplain Stephen F. Mahoney officiating. The brothers of the bride, Bill and Phil, served as altar boys. Sgt. Leonard Baylinson was the organist and Lt. Paulina Brown, ANC, was the vocalist. The chapel was lovely with white blossoms and greenery.

The bride, who was given in marriage by her father, wore an ivory satin gown trimmed in lace. Her fingertip veil was attached to a coronet of old lace and she carried a white prayer book covered by a white orchid.

Mrs. P. M. Lundell, sister of the bride, was matron-of-honor. The bridesmaids were the Misses Betty McCaw, Anne McCaw, Theresa Lee, Tanya Woodburne, Jean Hassinger, and Joyce Spencer. Capt. P. M. Lundell served as best man, and the ushers were Captains Frank Favata, Perry Bascom, Bill Sory, Lieutenants Courtney Kline, Al Pagano, Howard Hufford, and John Munschauer.

The reception was held immediately afterwards at the Officers' Club. The FGH Dance Band furnished music for the evening's dancing.

The bride is a graduate of Holy Cross Academy, Washington, D. C., and University of Colorado, Boulder, and is a member of the Chi Omega sorority. Capt. Murray is a graduate of the University of Pittsburgh, where he received both his college and professional degrees. He is a member of the Delta Sigma Delta fraternity.

(*Continued on Next Page*)

Posts and Stations

ANNAPOLIS, MD.
21 Feb., 1944

Capt. and Mrs. Valvin R. Sinclair entertained last Thursday night at their home at Wardour to celebrate their nineteenth wedding anniversary.

Lt. Col. Hawley Waterman, USMC, arrived last week from the South Pacific and joined his family at their home on Thompson St.

Col. and Mrs. Charles A. Dravo, of Aberdeen Creek, left last week for their ranch in Arizona.

Mrs. Wellings, wife of Capt. T. J. Wellings, USN, entertained last night in her apartment at the Cooper.

Mrs. Taylor, wife of Comdr. Edward Taylor, USN, and her daughter, Miss Fay Taylor, of Boston, are staying with Mrs. Taylor's mother, Mrs. Joseph W. Valiant, at Carvel Hall.

Comdr. and Mrs. Oscar E. Hagberg have arrived in Annapolis and will soon move into quarters on Upshur Road, Naval Academy.

Mrs. Bagby, wife of Col. C. A. Bagby, USA, and her daughters, the Misses Barbara and Margy Bagby, attended a dinner and the ater party in Baltimore Saturday night given by wives of officers in Colonel Bagby's regiment.

Mrs. Mustin, wife of Comdr Lloyd Mustin, and her three children, who have been spending the winter in Philadelphia, were guests last week of Mrs. David Roscoe, of Dreams Landing.

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NORFOLK, VA.
24 Feb. 1944

The Commissioned Naval Officers Club for the Allied Nations entertained Tuesday night at its first formal dance, in celebration of Washington's birthday anniversary. The dance was held in the club's new headquarters at 325 West Freemason street.

Comdr. and Mrs. Grady Whitehead entertained at cocktails on Friday afternoon in the Officers' Mess in the Navy Yard, in honor of Capt. and Mrs. William Brereton, who have recently come to the Norfolk Navy Yard from Buenos Aires, Argentina. The guests numbered about one hundred.

Two Norfolk girls whose weddings to Navy Lieutenants will be the outstanding social events of this week-end, have been honored at delightful parties this week. The prospective brides are Miss Marie Glover Bond, daughter of Mr. and Mrs. Thomas Allen Bond, who will wed Lt. Charles Taylor Martin, jr., USN; and Miss Lucella McClain Van-Patten, daughter of Mr. and Mrs. Isaac Toll Van Patten, jr., who will become the bride of Ens. Thomas Joseph White, USNR.

Miss Bond was guest of honor on Tuesday at a pretty luncheon given in the Officers' Club, Naval Base by Mrs. Lindley Welsh Tiers when covers were laid for eight, and Miss Van Patten was guest of honor on Saturday at a luncheon given at the Norfolk Yacht and Country Club by Mrs. James Brounley Oliver.

Comdr. and Mrs. F. B. C. Martin were hosts on Thursday night at a buffet supper given at their homes on Baldwin Place in honor of Miss Annetta Virginia Trefrey and Mrs. Martin's brother, John Archibald Page, whose marriage was an interesting event of Friday night. The party followed the rehearsal for the wedding and the guests, numbering about fifty, included members of the wedding party, out-of-town guests, and the families of the contracting parties.

Mr. and Mrs. High Page Hoggard have announced the engagement of their daughter, Miss Ellen Bell Hoggard, to Lt. Edward Lawrence Ryan, jr., URNR, son of Mr. and Mrs. Edward L. Ryan of Richmond, Va. Miss Hoggard is a member of the Junior League and was presented to society several seasons ago by the Norfolk German Club.

Mr. and Mrs. George Cleveland Duer of Exmore, Va., have announced the engagement of their daughter, Miss Mary Comfort Duer, to Capt. William George Carrow, 3d, of Cape Charles. The wedding will take place Saturday in Epworth Methodist Church, this city.

The Searchlight

(Navy — Address: The Searchlight, U. S. Naval Academy, Annapolis, Md.)

WE have been able to cut the size of the wanted list considerably this week, with the aid of letters received from persons whose addresses we needed. We will appreciate help in locating the following wives, so that we can answer the waiting requests. Return postage should be included with requests, sufficient to enable us to forward each address as it arrives in our office, if there is more than one address requested in a letter. In this way Searchlight remains self-supporting.

Austin, Mrs. M. H., wife of Lt. C., USN, '35; Banks, Mrs. J. R., wife of Lt., USN, '39; Bird, Mrs. Robert, wife of Ens., USN, '44; Cannon, Mrs. James B., wife of Lt., USN, '40; Chapman, Mrs. Albert E., wife of Comdr., USN, '22; Crealand, Mrs. Geo. N., wife of Comdr., (DC) USN; Gunther, Mrs. L. E., wife of Comdr., USN, '26; Jones, Mrs. G. F., wife of Capt., USMCR; Kriner, Mrs. George C., wife of Capt., USN '15; Lewis, Miss Harriet, daughter of Capt. Spencer Lewis; MacKinnon, Mrs. Ranold M., wife of Comdr., USN, '25; family of Ens. Menees, USNR; McGoldrick, Mrs. J. A. wife of Comdr., USN, '31; Mentz, Mrs. George, wife of Capt., USN, '19; Middleton, Mrs. R. O., wife of Lt., USN, '41; Mills Mrs. Schuyler, wife of Capt., USN; Patterson, Mrs. Kenneth, wife of Lt. C. (MC) USN; Ralston, Mrs. Frand M., 2nd, wife of Lt. USN; Ridgely, Mrs. Frank E., wife of Rear Adm., USN; Russell, Mrs. J. S., wife of Comdr., USN, '26; Taylor, Mrs. Robert Hudson, wife of Lt. C., USN, '30. Tyler, Miss Beulah, daughter of Capt. George Tyler; Warlick, Mrs. Walter W., wife of Capt., USN, '18; Weir, Mrs. Frederick U., wife of Comdr., USN, 31.

The Locators

(Army—Address: The Locators, P. O. Box 587, Ft. Leavenworth, Kan.)

HELP The Locators expedite its service to you! When requesting an address, please identify yourself! Addresses will be furnished only to Army wives, Army personnel, Army relatives and government officials.

The Locators have requests for the addresses of the following officers' wives. Send any that you know to the above address:

Mrs. Philip L. Blackmore (Gladys) Col., Ord.); Mrs. Howard C. Bowman (Col., FA); Mrs. E. H. J. Carus (Jan) Col., Cav.); Mrs. John Chandler (Bert); Mrs. Raymond O. Dart (Mary) (Col., MC); Mrs. Louis F. de Lesdernier (Jane Whittaker) (Maj., Inf.); Mrs. Bob Erickson (Pearl) (Lt.); Mrs. Gershenow (Lt. Col., Inf.); Mrs. Elliott B. Gose, Jr. (Eleanor) Col., Inf.); Mrs. Neville Grow (Capt., prisoner); Mrs. Benj. Harti (Doris) (Maj.); Mrs. Harry Howard (Virginia) (Lt., Cav.); Mrs. Geo. A. Jacquemart (Lorna) (Capt.); Mrs. Charles Hudson Jones (Rose E. Clark) (Col., Inf.); Mrs. John Jones (Helen) (Col., Inf.); Mrs. Hans E. Kloepfer (Nancy) (Col., Cav.); Mrs. Duane Kunde (Eleanor) (Capt.); Mrs. Dwight Lawson (Sarah) (Maj., MC); Mrs. Clyde W. Lyon (Clara) (Maj., FA); Mrs. Glen Murphy (Anita) (Lt., AAC); Mrs. Albert Rhett Nicholson (Virginia) (Lt.); Mrs. Phillip H. Pope (Jane S.) (Lt. Col., FA); Mrs. Geo. Reyer (Hazel) (Col., MC); Mrs. Jack Rowley (Capt., AC); Mrs. Joseph R. Sarnoski (Lt., AC); Mrs. Robert O. Shoe (Col., Inf.); Mrs. Wm. H. Soisson, jr. (Pauline) (Maj.); Mrs. Oliver Stanbury (Col., Cav.); Mrs. G. H. Steed (Mildred) (Lt., AC); Mrs. W. S. Stone (Dolores) (Maj., Inf.); Mrs. Chas. Ledlie Watson (Amy Fowler) (Maj., SC); Mrs. Chas. E. Woodruff, jr. (Lt. Col., Inf.).

Weddings and Engagements

(*Continued from Preceding Page*)

Lt. Col. William F. O'Donoghue, Ret., and Mrs. O'Donoghue, of Bridgeport, Conn., announce the engagement of their daughter, Barbara Jean, to 2nd Lt. Carl Peterson, AC, Avon Park Army Air Field. Lt. Peterson, the son of Mr. Albert Peterson, of New York, received his wings in March 1943 at Moody Field, Georgia. His fiancee was graduated from the University of Syracuse in 1943 with a degree in voice.

The wedding will take place in New York in the early spring.

—o—

Dr. and Mrs. Robert B. Scott of Bala-Cynwyd, Pa., announce the engagement of their daughter, Virginia, to Midshipman Thomas Harding Polk, U. S. Naval Academy, son of Mrs. Harding Polk, of Burlington, Iowa, and the late Col. Harding Polk, Cav.

—o—

Taking place in the more than a century-old Christ Episcopal Church as Tuscaloosa, Ala., the marriage of Miss Carolyn Baldwin Carpenter, daughter of Col. and Mrs. William T. Carpenter, USA, Ret., and Cpl. Allen Bales, AUS, son of Mr. and Mrs. John W. Bales of Birmingham, Ala., was solemnized at 7.30 o'clock, Tuesday evening, 15 Feb., by the Rev. Dubose Murphy.

The bride, given in marriage by her father, was lovely in her white satin gown with full skirt and train, and a bodice of lace and seeded pearls. A finger tip veil of illusion was attached to a coronet of seeded pearls. White brides roses and orchids were used in the bridal bouquet.

Miss Madelyn Patterson was the maid-of-honor. The bridesmaids were Misses Mary Elizabeth Patton and Rebecca Lou Coleman.

Pfc. William Knox Haygood was best man and the ushers were Cpls. Helmet F. Becker and Ransom Myers, and Pfcs. Foy Guin and Howard Hooten.

Immediately following the ceremony, a reception was given at the home in Tuscaloosa of the bride's parents.

—o—

In St. John's Episcopal Church, Washington, D. C., at 6 o'clock Saturday evening, 19 Feb., Maj. William Mayes Lively claimed as his bride Miss Cheshire Cox, daughter of Brig. Gen. Albert L. Cox, ORC, and Mrs. Cox. The rector, Dr. Leslie Glenn, now a Navy Chaplain, officiated with the Rev. Francis A. Cox, uncle of the bride. Escorting his daughter to the altar adorned with Easter lilies, Gen. Cox gave her hand in marriage. She wore a gown of ivory chiffon with trimming of seed pearls. Her veil was of champagne tulle and her flowers were orchids, gardenias and freesia.

She had as matron of honor her sister, Mrs. Murray Borden. Another sister, Miss Frances Cox, was maid of honor.

Capt. Albert L. Cox., jr., served as best man and ushers included Comdr. William R. Cox, Col. Edward Broadhurst, Maj. I. S. Stracener, and Lt. Robert S. Grant.

A small reception followed at the home of the bride.

Major Lively, son of Mr. and Mrs. Matthew S. Lively of Birmingham, Ala., just recently returned from fifteen months flying with the Army Air Forces in the Mediterranean.

They have gone to Austin, Texas, where

(*Continued on Next Page*)

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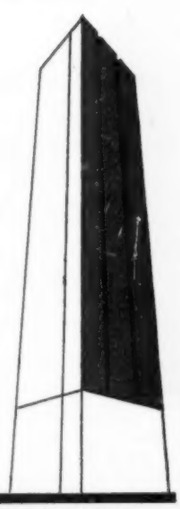

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Weddings and Engagements

(Continued from Preceding Page)

Major Lively is stationed.

—o—

Mr. and Mrs. Arthur Vincent Kage announce the marriage of their daughter, Catherine Anne, to Mr. John Griffith Booton, jr., on Friday, the twenty-first of January, in Troy, N. Y. Mr. Booton is the son of Col. and Mrs. John Griffith Booton, Ordnance Department, USA, stationed at Governor's Island.

—o—

Brig. Gen. and Mrs. Archibald V. Arnold, USA, announce the engagement of their daughter, Margaret Cornell, to Lt. George Gill Ball, USN, class of 1941, USNA, son of the late Capt. George G. Ball and Mrs. Robert M. Bathurst, wife of Colonel Bathurst, USA. Plans for the wedding will be announced in the near future.

Society

(Continued from Page 765)

evening in compliment to Lt. Comdr. and Mrs. O. A. deLima, entertaining among others Capt. S. P. Fullenwidder, USN, and Mrs. Fullenwidder, Capt. C. C. Miller, USN, Comdr. and Mrs. G. Bradford, Lt. Comdr. R. D. Hughes, Lt. Comdr. W. C. Michels, Lt. C. W. Sheffield, Lt. Tydings and Ensigns M. P. Strong and J. Allee.

—o—

Comdr. and Mrs. Herbert Parker entertained at a cocktail party Monday, a farewell courtesy for the retiring Naval Attache of the Peruvian Embassy, Admiral Labarthe, and Senora de Labarthe, having among their guests the Peruvian Ambassador Don Manuel de Freyre, Rear Adm. O. W. Spears, Rear Adm. and Mrs. Howard Vickery, Rear Adm. and Mrs. Walter S. Anderson, Mrs. Oscar Badger and the daughter of the guests of honor, Senora de Benavides, who until her very recent marriage to the young Cuban officer, was Senorita Teresa Labarthe.

—o—

Mrs. Alfred T. Wright, wife of Col. Alfred T. Wright, QMC, has established a residence at 1107 Vineville Ave., Macon, Ga., while Col. Wright is serving overseas.

—o—

An invitation to Officers of the Armed Forces is being extended by the Manhattan Section of the Junior Council of the National Council of Jewish Women, to attend a cocktail party and dance on 27 February at 3:00 p.m. in the Satire Room of the Hotel Sheraton, Lexington Ave. and 37th St., New York City. This is the first of a series to be given for Officers by the group, and will include a program of entertainment and dancing.

Army Promotions

(Continued from Page 759)

2nd Lt. to 1st Lt.—Cont.

R. H. Schaublin, AC
D. D. Green, TC
T. J. Stubbs, Inf.
R. G. Woellner, OD
R. Knight, AC
A. D. Rocci, Inf.
V. C. Foster, AC
P. E. Peffer, OD
H. J. McGinness, jr., OD
R. C. Seesholtz, AUS
T. K. Emery, OD
R. A. Eckert, CE
J. A. Bailey, CE
J. P. Roth, TC
C. T. Kelly, AC
B. D. Harrell, OD
A. R. Bell, AC
J. M. Merrill, ANC
T. W. Harris, Inf.
L. E. Heard, AC
O. J. Rumsey, TC
I. J. Whitlock, AC
L. D. Pressnall, AC
V. M. Kinnaird, WAC
H. L. Whitaker, FA
E. E. Whiteside, AUS
F. G. Guthrie, Inf.
D. R. Seymour, AC
C. D. Ellis, Inf.
H. L. Roberson, AC
J. D. Cline, AUS
E. A. Weed, OD
A. T. Davis, jr., CE
R. E. Gillespie, QMC
M. W. Hall, Inf.
D. V. Hanson, AC
W. R. Saul, TC
J. S. Locher, AC
J. H. E. Toner, AC
D. M. Moyer, Inf.
H. F. Houk, AC
W. B. Parry, QMC
R. J. Barben, AC
P. J. McGivern, AC
J. M. Burns, FA
J. W. Hubler, AC
E. G. Holt, CE
D. F. Anderson, AC
R. T. Russo, CE
R. H. Orf, AC
I. Robinson, Inf.
E. Haslam, WAC
P. E. Leard, AC
J. M. Stambaugh, TC
C. C. Miller, AC
M. L. Remund, Sig C
Q. L. Humberd, Inf.
G. W. Swanay, MAC
C. G. Moore, Inf.
R. L. Taylor, AC
B. B. Gracy, III, FA
J. B. Snow, AC
N. H. Allen, AC
W. R. Misby, Inf.
R. F. Bradley, AC
A. M. Shull, Inf.
E. Rutledge, AC
A. G. Deacon, QMC
H. H. Walker, AC
E. L. Zink, OD
R. A. Rice, Inf.
W. T. Misenhimer, QMC
R. Navarro, AC
G. Mott, AC
R. W. Amick, AC
J. A. Russell, AC
B. R. McLaughlin, AC
B. W. Foss, AC
W. L. Varnell Hale, FA
C. Allen, AC
J. M. Mills, Sig C
G. C. Schmidt, jr., CE
F. M. Parker, AC
M. S. Henriques, WAC
N. Berkenpas, AC
R. C. Drake, CE
M. W. Romney, QMC
P. T. Taliaferro, OD
J. E. Hare, F A

U. S. COAST GUARD

REMINDING that the last male reserve officer training class convened at the Coast Guard Academy on 8 Feb., Headquarters has ordered that all men held in district pending assignment to officer training shall be released for assignment to general duty.

There are, in addition to the 8 Feb. class, officer candidate classes scheduled to graduate 23 Feb., 29 March and 2 May. After graduation of the February class in June, vacancies in officer personnel will be filled by temporary promotion of warrant officers and ranking petty officers.

Headquarters also has ordered all districts except the 10th, 13th and 14th, to discontinue all recruiting of males except where commitments have been made that would cause hardship if prospective recruits were not accepted.

Schedule Training Courses

Three-week classes at the damage control fire fighting school, Ft. McHenry, Md., will convene on 29 Feb., 7 March, 14 March, 21 March and 28 March. Each district coast guard officer, with the exception of the 9th, 10th, 13th and 14th Districts, has been instructed to name one officer qualified for sea duty to attend each class. The Boston, New York and Philadelphia Districts will name two officers for each class.

All district officers, except the 10th, 13th and 14th Districts, have been instructed to name two port security officers to attend a six-week port security school which convened at Ft. McHenry, Md., on 19 Feb.

Stress Role of Auxiliary

The Coast Guard Auxiliary has an important post-war task in raising the standards of seamanship of small boat operators and in familiarizing the younger generation with seamanship, Vice Adm. Russell R. Waesche, Commandant of the Coast Guard, declared at the 2nd Annual Admiral's Dinner of the Coast Guard Auxiliary of the 4th Naval District, at Philadelphia, Pa., on 10 Feb.

Removal of the threat of invasion from the United States has enabled modification of coastal black-outs, reduction of beach patrols and assignment of vessels especially built for the purpose to the offshore patrols, the commandant stated. However, though the necessity for a large Auxiliary in a military status has been lessened, such an organization will continue to be necessary to police small craft. The Regular Coast Guard cannot police these boats adequately, Admiral Waesche declared, and "has no desire to build up in itself a greatly expanded organization for the purpose of increasing its control of small craft.

"We should like to see improvement brought about within the fraternity of motor boatmen, rather than imposed upon it from without," he continued.

C. O. Jones, AC
R. T. Dugger, jr., CE
C. E. James, AC
H. M. Glass, sr., FA
J. D. Pape, OD
J. B. Wenberg, MAC
J. R. Nicholson, AC
J. Bolton, AC
L. R. Ostnes, AC
E. L. Davis, FA
V. J. Oja, TC
D. C. Burt, CWS
A. A. Kiefer, AC
N. J. Smith, FA
R. H. Houck, CE
T. J. Behling, AC
T. J. Prisland, CE
J. T. Carey, CE
W. D. Locke, AC
V. F. Morgan, AC
R. R. Todd, OD
R. L. Stevenson, FA
C. A. Mills, ANC
F. R. Pate, AC
J. M. Ahlstrom, AC
R. W. Thatcher, AC
G. D. Weakley, TC
S. J. Levi, AC
W. K. Young, AC
J. J. Guzauskas, Inf.
C. E. Campbell, AC
W. H. Jordan, AC
E. Barbic, AC
W. F. Noonan, AC
J. C. Gyurcsik, AC
W. A. Welsh, AGD
R. S. Holland, TC
E. L. Green, AC
W. R. Cook, AC
P. D. Koerner, AC
C. L. Oakley, AC
F. A. Eckert, Sig. C.
J. R. Loy, AC
J. C. Blair, CWS
D. S. Lowe, QMC
F. C. Johnson, AC
G. E. Miller, OD
C. F. Perkins, ANC
W. B. Kelly, AC
R. L. Wollan, CE
J. L. MacDonald, TC
R. E. Grisier, Sig. C.
E. J. Webster, jr., FA
E. E. Stone, AC
M. F. Hudson, jr., AC
J. M. Davenport, AC
D. E. Sutherland, Sig. C.
A. L. Hathaway, FA
A. O. Heston, jr., AC
R. L. Orbach, FA
C. D. Gang, OD
C. A. Hacke, FA
P. J. O'Hornett, AGD
G. E. Smiley, Inf.
L. E. Norman, Inf.
K. E. Magee, ANC
E. B. Moreland, AC
R. L. Gillmourthe, OD
E. D. Smith, AC
G. D. Knudson, FA
F. E. Snodgrass, CMP
A. T. Kasik, FA
W. A. Rowan, FA
G. E. Harf, AC
F. F. Rykaczewski, TC
W. Roberts, AC
J. P. McIntyre, TC
W. E. Kelley, AUS
H. H. George, MAC
W. B. Sabolsky, CE
W. A. Warncke, CE
J. J. Gardner, OD
R. V. Amato, Inf.
R. Connolly, CE
P. M. Kane, CWS
J. A. Eisenhart, jr., AC
C. A. Weeks, CE
J. E. Walton, AC
W. T. Schalleur, AC
L. A. DiLucchio, CE
T. E. Pickering, AC
R. J. Connolly, Inf.
E. D. Wardrop, AC
J. J. Matelan, AC
F. W. Miller, Jr., AC
F. W. Myers, CE
E. S. Thompson, jr., AC
J. W. Smith, jr., CE
R. C. Stavig, QMC
L. M. Fox, MAC
J. A. Wallace, jr., AC
S. H. Bobzien, jr., CWS
J. W. Anderson, AC
AUS
C. B. Roberts, jr., AUS
P. G. Dieter, Jr., AC
V. G. Deason, Jr., FA
Y. N. Keyes, AC
D. A. Hulcy, jr., AC
F. M. Snyder, ANC
L. J. Dean, AUS
G. B. Weyer, CE
W. W. Mueller, AC
G. P. Donovan, jr., TC
C. E. Altis, CE
J. M. Perry, TC
M. G. Beavers, AC
H. W. Elrod, jr., AC
T. N. York, AC
E. S. Barrow, jr., AC
T. B. Johnson, jr., AUS
M. M. Mortensen, AC
H. Garcia, AC
L. P. Johnson, AC
H. E. Addison, AUS
A. T. Stewart, AC
F. D. Covell, AC
S. S. Davis, CE
W. Miller, FA
R. D. Harwood, AC
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F. R. Hines, QMC
C. M. Van Wagenen, QMC
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J. C. Robinette, jr., Inf.
C. L. Badger, CE
W. E. Hartless, AC
J. W. Brown, Inf.
S. C. Steffey, AC
W. F. Arey, AC
J. A. Holmes, AC
W. F. Edwards, CE
S. B. Osman, OD
R. L. Nutter, Inf.
J. B. Herod, CE
G. W. Bone, OD
A. A. Neese, FA
W. A. Giovanoni, AC
L. E. J. Rambo, AC
C. E. Pearson, AC
S. D. Tishberg, Inf.
J. F. Shinners, AC
J. J. Stauber, jr., AC
F. J. Van Coevern, OD
R. A. Anderson, AC
G. LeR. Randolph, AUS
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C. H. Barr, OD
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S. H. Smith, OD
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L. E. Nelson, AC
A. C. Nilles, FA
R. J. McCoy, AC
Ruth V. Smit, WAC
J. F. Couch, jr., Inf.
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C. L. Campbell, QMC
M. A. Hendry, jr., QMC
A. Y. Woodward, QMC
S. Cawthon, FA
R. H. Robertson, Inf.
J. W. Simpson, QMC
R. F. Finck, CMP
C. R. Carter, Inf.
J. R. Morgan, AC
J. M. Ferguson, AC
S. Gershon, AGD
R. W. Ellis, MAC
V. E. Ternoey, Inf.
W. J. Foster, AC
O. Husted, AC
V. D. Bogue, AC
J. E. Baum, CE
F. D. Norris, AC
D. J. Lochner, AC
T. J. Miller
R. W. Barnes, AC
Ruth M. Myers, WAC
J. T. Dillman, MAC
R. Zehring, AC
D. W. Broadus, AC
J. H. Hobart, Inf.
B. V. Stevens, AC
H. J. Buelow, AC
R. W. Hakala, Inf.
R. D. Fuller, AC
Joan G. Jancie, WAC
C. R. Curtis, Inf.
H. D. Hollembeak, OD
W. L. Hutcherson, jr., Inf.
H. V. Houston, Inf.
R. G. Redmon, FA
W. J. Fantini, QMC
H. F. Turner, jr., Inf.
R. L. Stokes, AC
C. C. Gremillion, AC
K. O. Brown, AC
J. W. Taylor, AC
G. C. Wood, WAC
M. Davis, Inf.
J. B. Denahy, Inf.
R. E. O'Keefe, Inf.
H. Robinson, QMC
L. Thayer, jr., AC
W. M. Moynihan, jr., Inf.
J. C. Stannard, AC
A. E. Gromak, AC
D. J. Eschenburg, Inf.
W. L. Roberts, AC
J. R. Loegering, AC
R. M. Gruss, Inf.
J. M. Mattila, AC
E. A. Jorgenson, FA
R. C. Ambuhl, Inf.
A. F. Corcoran, AC
R. A. Ireland, jr., AUS
R. L. Stokes, AC
M. P. Richmond, AGD
T. R. Hayward, AC
W. V. Sanderson, QMC
F. S. Zweig, CE
N. J. Bleckmann, CE
W. A. Dow, jr., AC
J. A. Pilling, AGD
H. E. Smith, Inf.
G. T. Owren, Inf.
W. F. Cox, Inf.
C. C. Coston, QMC
T. J. Carlson, AC
D. S. Cuccinello, Inf.
F. R. White, QMC
D. L. Clarke, AC
D. H. Glasser, AC
B. Wrobleski, FA
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I. R. Newton, WAC
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W. L. Decker, AC
R. J. Smorol, Inf.
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B. J. Liles, AC
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R. B. Clark, Inf.
H. D. Rowe, AC
J. D. Keller, AC
M. S. Nadler, QMC
V. J. Goebel, AC
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R. G. Gibson, Inf.
S. L. Beck, jr., FA
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A. A. Huime, OD
W. R. Keller, AC
J. J. Underwood, AC
E. T. Deal, jr., AC
W. D. Smith, jr., Inf.
J. Y. Watson, AC
G. W. Phillips, AC
W. F. Zimmerman, Inf.
J. S. Gaston, jr., AC
W. H. Adair, Inf.
H. E. Coffin, Inf.
E. M. Rosengarten, CE
J. C. Sloan, Inf.
D. S. Trabue, AGD
C. F. Gaschler, Inf.
E. F. Makovich, AC
P. E. Chatham, Inf.
L. E. Eisnach, Inf.
O. M. DeRoos, Inf.
J. C. Sutton, Inf.
J. M. Lents, AC
C. C. Brown, jr., CMP
W. M. Burton, jr., Cav.
A. P. Engman, Inf.
W. Penson, jr., QMC
N. J. Faram, AC
H. B. Seay, AUS
J. L. Cruse, AC
P. M. Crosby, CE
V. H. Goode, QMC
T. B. Stabler, AC
J. E. Olson, QMC
M. M. Kersey, jr., AC
W. V. Pierson, jr., Inf.
J. F. Tompkins, AC
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R. C. Freeman, Inf.
E. R. Ware, WAC
L. E. Fryer, Inf.
R. L. James, QMC
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W. A. Lemmon, Inf.
T. Walden, Inf.

(Please turn to Page 768)

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Born

ATKINSON—Born at Lutheran Hospital, York, Neb., 31 Jan. 1944, to Capt. and Mrs. John E. Atkinson, AC, a daughter, Sherry Carroll.

BANKS — Born at Walter Reed General Hospital, Washington, D. C., 22 Feb. 1944, to 2nd Lt. and Mrs. Richard Banks, Inf., a son. Lieutenant Banks is on overseas duty.

BARBER—Born in Walter Reed General Hospital, Washington, D. C., 18 Feb. 1944, to 2d Lt. and Mrs. Frank T. Barber, SC, a son.

BENNETT—Born at James Walker Memorial Hospital, Wilmington, N. C., 6 Feb. 1944, to Capt. and Mrs. Allen Bennett, CAC (AA), a daughter, Barbara Stanton.

BROWN—Born at the Station Hospital, Fort Benning, Ga., 13 Feb. 1944, to Lt. and Mrs. John A. Brown, III, (MC) USNR, a daughter, Brenda Ruth.

BUCK—Born at Post Hospital, Fort Monmouth, N. J., 14 Feb. 1944, to Capt. and Mrs. George Landon Buck, USA, a son.

CALLIHAN—Born at Muehlenberg Hospital, Plainfield, N. J., 13 Feb. 1944, to Capt. and Mrs. F. J. Callihan, AC, a daughter, Patricia Callihan. Captain Callihan is stationed in New York City with the Army Air Forces.

CESAR—Born in the Station Hospital, Fort Monmouth, N. J., 21 Feb. 1944, to 1st Lt. and Mrs. Charles Cesar, SC, USA, a son, Charles Christie.

CHACE—Born in LeRoy Sanitarium, New York, 15 Feb. 1944, to Lt. and Mrs. J. Fletcher Chace, USNR, a son, James Fletcher, jr.

CHALLENDER—Born at Walter Reed General Hospital, Washington, D. C., 19 Feb. 1944, to Capt. and Mrs. Stewart A. Challender, OD, a daughter.

CLARKE — Born at Johns Hopkins Hospital, Baltimore, Md., 17 Feb. 1944 to Lt. (jg) and Mrs. Bert L. Clarke, USCGR, a daughter, Wendy Elizabeth.

CLEARY—Born at Walter Reed General Hospital, Washington, D. C., 16 Feb. 1944, to T.Sgt. and Mrs. William J. Cleary, MD, a son.

CLEVERLY—Born at the Philips House, Boston, Mass., 15 Feb. 1944, to Maj. and Mrs. Richard DeF. Cleverly, a son, Richard Rand.

CURTIN—Born in Walter Reed General Hospital, Washington, D. C., 17 Feb. 1944, to S.Sgt. and Mrs. John W. Curtin, AC, a son. S. Sergeant Curtin is serving overseas.

DELACROIX—Born at Walter Reed General Hospital, Washington, D. C., 22 Feb. 1944 to Maj. and Mrs. Raymond J. Delacroix, AGD, a daughter.

DOUGHERTY—Born at Johns Hopkins Hospital, Baltimore, Md., 20 Feb. 1944, to Lt. and Mrs. Frazer Dougherty, USAAF, a son, Frazer Dougherty, jr.

DRAKE — Born at Columbia Hospital, Washington, D. C., 5 Feb. 1944 to Lt. and Mrs. Rush S. Drake, USNR, a son, Bruce Holmes.

FEIGLEY—Born at King's Daughters Hospital, Greenville, Miss., 9 Feb. 1944, to CWO and Mrs. William Bruce Feigley, jr., USA, a son, William Bruce Feigley, 3d. Mr. Feigley is CWO Band Leader and CO of 601st Army Band, Army Air Field, Greenville, Miss.

FULLER — Born at St. Edward's Mercy Hospital, Fort Smith, Ark., 20 Feb. 1944, to Lt. Col. and Mrs. William H. G. Fuller, Inf., USA, a daughter, Linda Ann, granddaughter of Col. and Mrs. Arthur L. Fuller, USA, ret., Columbus, Ohio, and of Col. James G. Hannah, USA, ret., of Columbus, Ga. Lt. Col. Fuller is in command of an Armored Infantry Bn. at Camp Chaffee, Ark.

GIBSON—Born at Walter Reed General Hospital, Washington, D. C., 21 Feb. 1944, to Capt. and Mrs. James E. Gibson, SC, a son.

GRIDLEY—Born at Walter Reed General Hospital, Washington, D. C., 16 Feb. 1944, to Maj. and Mrs. Robert R. Gridley, AC, a daughter.

HAY—Born in Walter Reed General Hospital, Washington, D. C., 18 Feb. 1944, to Maj. and Mrs. Malcolm Hay, jr., Inf., a son.

JONES—Born in Women's Hospital, New York City, recently, to Lt. and Mrs. Charles F. Jones, USA, a daughter.

KAISER—Born at Base Hospital, Mitchel Field, N. Y., 24 Jan. 1944, to Maj and Mrs. Frederick G. Kaiser, CWS, a daughter, Linda Ethel Kaiser.

KERNER—Born at Walter Reed General Hospital, Washington, D. C., 19 Feb. 1944, to 2d Lt. and Mrs. Wendell E. Kerner, CE, Fort Belvoir, Va., a son.

LANCASTER—Born in Clinton, Okla., 14 Feb. 1944, to Lt. and Mrs. Nelson Lancaster, a son, Nelson Kent.

LEADER—Born at Walter Reed General Hospital, Washington, D. C., 19 Feb. 1944, to T.Sgt. and Mrs. Robert Leader, AC, Bolling Field, D. C., a son.

LOETTERLE—Born at Walter Reed General Hospital, Washington, D. C., 21 Feb. 1944, to Capt. and Mrs. Francis R. Loetterle, CE, Fort Belvoir, Va., a son.

McLEOD — Born at Providence Hospital, Washington, D. C., 17 Feb. 1944, to Lt. (jg) and Mrs. Frank J. McLeod, USNR, a daughter.

MOODY—Born at Walter Reed General Hospital, Washington, D. C., 21 Feb. 1944, to 1st Lt. and Mrs. James A. Moody, AC, Bolling Field, D. C., a daughter.

NORMAN—Born 5 Jan. 1944, to Maj. and Mrs. Henry Hudson Norman, jr., a son, Henry Hudson Norman III. Major Norman is stationed at Seymour Johnson Field, Goldsboro, N. C.

PETERSON—Born at Oak Ridge Hospital, Oak Ridge, Tenn., 12 Feb. 1944, to Maj and Mrs. A. V. Peterson, CE, a daughter, Mary Louise.

POINDEXTER—Born at the Station Hospital, Fort Bragg, N. C., 4 Feb. 1944, to Lt. and Mrs. William O. Poindexter, jr., a daughter, Sharon, granddaughter of Mrs. Calvin Crather, Wilmington, Del., and Col. and Mrs. William O. Poindexter, Camp Mackall, N. C.

PRESTON — Born at St. Agnes Hospital, Fresno, Calif., 10 Feb. 1944, to Lt. and Mrs. Robert J. Preston ,CWS, a daughter.

RHOADES—Born at Walter Reed General Hospital, Washington, D. C., 21 Feb. 1944, to Capt. and Mrs. Lee A. Rhoades, CE, Fort Myer, Va., a son.

RICHMOND—Born at Medical and Surgical Hospital, San Antonio, Tex., 14 Feb. 1944, to Lt. Col. and Mrs. Luther H. Richmond, AC, USA, a daughter, Ann Lee. Lt. Colonel Richmond is on overseas duty.

SEELY—Born at South Side Hospital, Farmville, Va., 16 Feb. 1944, to Capt. and Mrs. W. J. Seely, a daughter, Barbara Jackson. Captain Seely is serving overseas.

SIMPSON—Born at Walter Reed General Hospital, Washington, D. C., 16 Feb. 1944, to Maj. and Mrs. Arthur L. Simpson, SC, a son.

STOEBE—Born at Walter Reed General Hospital, Washington, D. C., 21 Feb. 1944, to Lt. Col. and Mrs. Rolland W. Stoebe, a son.

STRULLY—Born at Brawley, Calif., 15 Feb. 1944, to Lt. and Mrs. George J. Strully (MC), USNR, a son, Ira Sanford.

VAN GIESON—Born at St. Luke's Hospital, Davenport, Iowa, 15 Feb. 1944, to Lt. and Mrs. Jacque E. Van Gieson, Ord., a son.

WALBRIDGE—Born at the Zarbrugg Memorial Hospital, Riverside, N. J., 18 Jan. 1944, to Lt. and Mrs. J. H. Walbridge, a daughter.

WALKER—Born at Walter Reed General Hospital, Washington, D. C., 20 Feb. 1944, to Maj. and Mrs. Henry A. Walker, Cav., a daughter.

WEISINGER—Born at Walter Reed General Hospital, Washington, D. C., 20 Feb. 1944, to 2d Lt. and Mrs. Robert L. Weisinger, AC, a daughter. Lieutenant Weisinger is on overseas duty.

WEISS—Born at Walter Reed General Hospital, Washington, D. C., 21 Feb. 1944, to 1st Lt. and Mrs. John K. Weiss, AAF, a son.

Married

ABRAHAM-BACOOSIN—Married in Washington, D. C., 20 Feb. 1944, Miss Carol Sue Racoosin to Lt. Jack Abraham, USA.

AGER-PETERSON—Married in New York, N. Y., 19 Feb. 1944, Miss Mary-Lucile Peterson, to Lt. John Curtis Ager, USNR.

ALLEN-BLANCHARD — Married in St. Stephen's Episcopal Church, Port Washington, L. I., N. Y., 16 Feb. 1944, Lt. Ruth Blanchard, WAC, to Mr. John Frederic Allen.

BALES-CARPENTER — Married at Christ Episcopal Church, Tuscaloosa, Ala., 15 Feb. 1944, Miss Carolyn Baldwin Carpenter, daughter of Col. and Mrs. William T. Carpenter, USA-ret., to Cpl. Allen Bales, AUS.

BAPTIST-BOONE — Married in the Post Chapel, Fort Myer, Va., 22 Feb. 1944, Miss Frances J. Boone, to Capt. Thomas Goode Baptist, AAF.

BAUTZER-CHAPMAN — Married in the Episcopal Chapel, Rockville, Md., 21 Feb. 1944, Miss Patricia Cobb Chapman, daughter of Capt. Frank M. Chapman, commander of the Marine Flight Ground School, Quantico, Va., and of Mrs. Cobb Rogers, to Lt. Gregson B. Bautzer.

BERNARD-HOLMES — Married 11 Feb. 1944, at Sacred Heart Church, Washington, D. C., Miss Mary Cleland Holmes, to Lt. Louis Leon Bernard, USNR.

BOLEY-LANGLEY — Married in Norfolk, Va., 14 Feb. 1944, Miss Mary Jane Langley, to Lt. Lyle Thomas Boley, AAF.

BOOTON-KAGE — Married in Troy, N. Y., 21 Jan. 1944, Miss Catherine Anne Kage, to Mr. John Griffeth Booton, jr., son of Col. and Mrs. John Griffeth Booton, Ord. Dept., USA, Governors Island, N. Y.

BOWLEY-MARCHAND — Married in Drew Field Chapel, Tampa, Fla., 10 Jan. 1944, Miss Marjorie Marchand, to Lt. Albert J. Bowley, AC, Class of June, 1943, USMA, son of Col. and Mrs. F. W. Bowley, West Point, N. Y.

BROWNLIE-COOK — Married in St. Andrew's Chapel, USNA, Annapolis, Md., 14 Feb. 1944, Mrs. Charlotte West Cook, to Lt. Robert Marvin Brownlie, USN.

BRUSH-BARROWS — Married at White Temple Methodist Church, Miami, Fla., 19 Feb. 1944, Miss Elizabeth Manning Barrows, to Ens. Hamilton Mable Brush, jr., USNR.

BURCHARD-STONE — Married in St. John's Episcopal Church, Hampton, Va., 14 Feb. 1944, Miss Mary Wenonah Stone, daughter of Capt. Thomas Judson Stone, of Norfolk, to Lt. William Leeds Burchard, USN.

BUTT-FRITZ—Married in the Church of the Blessed Sacrament, Brooklyn, N. Y., 19 Feb. 1944, Miss Ruth Anne Fritz to Ens. Chester H. Butt, USNR.

BYRNE-HAMMERSTEIN — Married in New York, N. Y., 21 Feb. 1944, Miss Alice Hammerstein, to ARMic Michael J. Byrne, USN.

COCHRANE-HOYT—Married in St. Peter's Chapel, Navy Yard, Mare Is., Calif., 16 Feb. 1944, Miss Anne Deming Hoyt to Ens. John MacGregor Cochrane, USNR, son of Col. and Mrs. Robert Carlyle Cochrane, MC, USA.

COFFIN-HENDRICKSON — Married in Christ Episcopal Church, Georgetown, Washington, D. C., 15 Feb. 1944, Miss Ruth Ann Hendrickson, daughter of Mr. and Mrs. Mark C. Hendrickson, of Columbus, Ohio, to Pvt. Tristram Potter Coffin, son of Mrs. Tristram R. Coffin, of Providence, R. I. Mr. Hendrickson served as an officer in the 16th infantry in the first World War.

COLEMAN-BARROW — Married in the Baptist Church, Zebulon, N. C., 19 Feb. 1944, Miss Mary Rebecca Barrow, to Maj. James Michael Coleman, jr., USA.

COUNCILOR-BRONK — Married in the First Presbyterian Church, Hudson Falls, N. Y., 19 Feb. 1944, Miss Jane Bronk, to Ens. James Allan Councilor, jr., USNR.

CROSS-GRIFFIN — Married in Oak Cliff Methodist Church, Dallas, Tex., 29 Jan. 1944, Miss Marie Virginia Griffin, to Capt. Edwin Smith Cross, USA, Camp Howze, Tex.

CURCURU-NICHOLS — Married in the Cadet Chapel, USMA, West Point, N. Y., 12 Feb. 1944, Miss Patricia Nichols to Lt. Edmond H. Curcuru, USA.

CURTIS-HULL — Married in the First Presbyterian Church, Albuquerque, N. M., 19 Feb. 1944, Miss Shirly Arlene Hull, to AAC Charles Franklin Curtis.

DEMPSEY-BUETTNER — Married in the Church of Our Lady of Victory, Washington, D. C., 22 Feb. 1944, Miss Jane Dorothea Buettner, to Lt. Comdr. Edward James Dempsey, jr.

DURYEE-MAHANEY — Married at Savannah, Ga., 12 Feb. 1944, Miss Clare Mahaney, to Lt. Richard Hyer Duryee, AAF.

FROST-PURCELL — Married in the Community Church, Ridgewood, N. J., Miss Ruth A. Purcell, to Lt. Carlton P. Frost, 4th, USMC.

FULTON-LEMOINE—Married recently in the New York Avenue Presbyterian Church, Washington, D. C., Ens. Frances C. Lemoine, USNR, to Capt. David C. Fulton, USA.

HALL-DAVIS—Married in National City Christian Church, Washington, D. C., 6 Feb. 1944, Miss Mary Ann Davis, daughter of Lt. Comdr. and Mrs. Edwin L. Davis, to Lt. Oakley Hall, Fort Knox, Ky.

HART-SCHULTZ — Married in St. Ann's Church, Cleveland Heights, Ohio, 18 Feb. 1944, Miss Nancy Catherine Schultz, to Lt. William A. Hart, jr., AUS, Fort Sam Houston, Tex.

HOFFMAN-BROWN — Married 15 Feb. 1944, in the Chapel, Naval Air Base, Pensacola, Fla., Miss Marilyn Brown, to Ens. Charles W. Hoffman, USNR.

KELLEY-SATHER — Married in Second Presbyterian Church, Norfolk, Va., 9 Feb. 1944, Miss Myrtle Helen Sather, to Lt. (jg) David Campbell Kelley, CEC, USNR.

KENDRICK-SOUTHWORTH — Married in Christ Church Episcopal Cathedral, Springfield, Mass., 12 Feb. 1944, Miss Mayotta Southworth, to Ens. Edmund Hopkinson Kendrick, USNR.

KIEFFER-BODMER — Married at the Presbyterian Church, Clarendon, Va., 14 Feb. 1944, Miss Marguerite Louise Bodmer, to AC William L. Kieffer, jr., AAF.

KIMBRELL-KIRK — Married in the Memorial Chapel, Army Medical Center, Washington, D. C., 19 Feb. 1944, Miss Jane Elizabeth Kirk, daughter of Maj. Gen. and Mrs. Norman T. Kirk, USA, to Lt. (jg) Marvin R. Kimbrell, jr., USN.

LAYNE-HERSHEY—Married in St. Mary's Chapel of the Washington Cathedral, Washington, D. C., Miss Katherine Elizabeth Hershey, daughter of Maj. Gen. and Mrs. Lewis B. Hershey, USA, to Mr. Aaron A. Layne, jr.

LEWIS-SMITH — Married in the Methodist parsonage, Willimantic, Conn., 1 Jan. 1944, Miss Lucille Evelyn Smith, to Lt. (jg) Harold Lawton Lewis, USCG.

LISSITZYN-HYDE—Married in New York, Miss Elizabeth Tilton Hyde, to Lt. Oliver James Lissitzyn, AUS.

LIVELY-COX — Married in St. John's Church, Washington, D. C., 17 Feb. 1944, Miss Cheshire Cox, daughter of Brig. Gen. and Mrs. Albert L. Cox, to Maj. William Mayes Lively.

McCARTHY-FITT—Married in the Memorial Presbyterian Church, Grosse Pointe, Mich., 18 Feb. 1944, Miss Mary Bradley Fitt, to Yic Gerald McCarthy, USNR. The bride is the niece of Maj. Gen. Follett Bradley, USA-Ret., and the granddaughter of the late Gen. Alfred Bradley, USA.

McCUTCHEN-POPE — Married at Camp Pickett, Va., 16 Feb. 1944, Miss Mary Virginia Pope, daughter of Brig. Gen. and Mrs. George Van W. Pope, to Lt. Roy Marsh McCutchen, jr., CE, son of Col. and Mrs. Roy M. McCutchen.

MILLER-TUCK — Married in the First Baptist Church, San Antonio, Tex., 12 Feb. 1944, Miss Jeanne Arthur Tuck, to Lt. Cread Eugene Miller, AAF.

MONTFORT-BARTLETT — Married in Church of the Reconciliation, Webster, Mass., 19 Feb. 1944, Miss Ethelinda Bartlett, to Lt. Frederick H. Montfort, USCGR.

MOTT-WILLIAMS — Married 12 Feb. 1944, at Bayside, L. I., N. Y., Miss Dorothy Hale Williams, to Lt. Col. George Fox Mott, USA.

NILSSON-BROWN — Married in the Second Reformed Church, Tarrytown, N. Y., 18 Feb. 1944, Miss Evelyn Brown, to Lt. Edwin J. Nilsson, AAF.

NINES-PERSONS—Married at Stanford Memorial Church, Palo Alto, Calif., 12 Feb. 1944, Miss Lois Bergijot Persons, to Capt. Charles Buford Nines, CE, AUS.

O'DONNELL-HALL — Married in St. Andrew's Chapel, USNA, Annapolis, Md., 12 Feb. 1944, Miss Ruth Eleanor Hall, daughter of Capt. and Mrs. Robert A. Hall, USN, to Comdr. Edward Joseph O'Donnell, USN.

PAGE-McCAFFERTY — Married in Newport, R. I., 19 Feb. 1944, Miss Helen Angela McCafferty, to T.Sgt. William Tyler Page, 3d, AUS.

PINKERTON-WILKINSON — Married in the New York Avenue Presbyterian Church, Washington, D. C., 19 Feb. 1944, Lt. (jg) Lucile Wilkinson, USNR, to Lt. William Moss Pinkerton, USNR.

REESE-MENCKE — Married in St. Paul's Episcopal Church, Westfield, N. J., 14 Feb. 1944, Ens. Eleanor Adelaide Mencke, USNR, to Lt. (jg) Gordon Kennedy Reese, USNR.

RUSHMORE-SANDERSON — Married in the Episcopal Church of the Epiphany, New York City, 16 Feb. 1944, Miss Mary-Duncan Sanderson, daughter of Mrs. Rosanna D. Sanderson and Maj. Lloyd D. Sanderson, to Lt. Edward Herrick Rushmore, AAF.

SHAY-PARKER — Married in St. John's Episcopal Church, Lancaster, Pa., 17 Feb. 1944, Miss Nell Marie Parker, to Ens. Charles Wayne Shay, USNR.

SIMMERMAN-HUSTEAD — Married in the Base Chapel, Fairmont Army Air Field, Geneva, Neb., 12 Feb. 1944, Miss Mary Ellen Hustead, to Lt. Stephen Simmerman, AAF.

SMITH-ESLEECK—Married in Greenfield, Mass., 19 Feb. 1944, Miss Eleanor Elizabeth Esleeck, to Ens. Charles Nelson Smith, jr., USNR.

SMUTZ-GEESEN — Married in the Post Chapel, Gowen Field, Idaho, 17 Feb. 1944, Miss Patricia Ruth Geesen, daughter of Col. and Mrs. Edward J. Geesen of Camp McQuaide, Calif., to Lt. William W. Smutz, jr., AC.

STAUB-DASHIELL — Married in St. Mark's Episcopal Church, Cheyenne, Wyo., 19 Feb. 1944, Miss Mary Carlisle Dashiell, to Lt. William Henry Staub, USA.

STYER-EGGLESTON — Married in Post Chapel, No. 11, Camp Campbell, Ky., 19 Feb. 1944, Miss Dora Mae Eggleston, to Capt. George Delp Styer, son of Maj. Gen. and Mrs. W. D. Styer, of Washington, D. C.

TAYLOR-GRAFTON — Married in St. Paul's Church, Glenville, Conn., 19 Feb. 1944, Miss Cherry Grafton, to Lt. Alexander Lindsay Taylor, jr., AUS.

TAYLOR-MARCUS — Married in the Post Chapel, Fort Sam Houston, Tex., 19 Feb. 1944, Miss Consuelo Anita Marcus, daughter of Col. and Mrs. Morris Hazlett Marcus, to Maj. James Cornelius Taylor, Cav., AUS.

TAYLOR-McRAE — Married 8 Feb. 1944, at Battle Creek, Mich., Miss Carroll Virginia McRae, daughter of Lt. Col. and Mrs. Richard O. McRae, to Capt. George Taylor, USA.

THOMAS-CLEMENT—Married in the Community Church, East Williston, L. I., N. Y., 15 Feb. 1944, Miss June Esther Clement, to WO Robert William Thomas, AUS, son of Lt. Comdr. and Mrs. Wiliam E. Thomas, of Garden City, L. I.

TOWNSEND-BULLITT — Married in the Hospital Chapel at Fort George G. Meade, Md., 16 Feb. 1944, Miss Anne Bullitt, daughter of William C. Bullitt, former ambassador to Russia and France, to S.Sgt. Casper W. Townsend, jr.

TROTTER-CHANDLER — Married in St. Mary's Chapel, Washington Cathedral, Washington, D. C., Ens. Jean van Rensselaer Chandler, USNR, to Ens. George Crook Trotter, USNR.

TURNER-GALIHER — Married in St. Matthew's Cathedral, Washington, D. C., 19 Feb. 1944, Miss Kathrine May Galiher, to Lt. Edward Turner, USN.

TURNER-ROOKS — Married in the chapel of St. Jude, Church of the Blessed Sacrament, New York City, 19 Feb. 1944, Miss Virginia Rooks, to Capt. James Holden Turner, USMM.

WALDRON-OSTAPENKO — Married in Moscow, Russia, 19 Feb. 1944, Miss Tanya Ostapenko, to Maj. John F. Waldron, medical adviser with the American Supply Mission to the Soviet Union.

WEHUNT-WOLFE — Married in Washington, D. C., 19 Feb. 1944, PhM3c Justine L. Wolfe, USNR, to Lt. Lloyd D. Wehunt, USMC.

WHITTLE-BIRGEL — Married in the Roman Catholic Church of St. Peter and St. Paul, Fleetwood, Mount Vernon, N. Y., 22 Feb. 1944, Miss Rosemary E. Birgel, to Lt. Ernest J. Whittle, jr., AAF.

WILLIAMS-FRENCH — Married in the First Congregational Church, Winchester, Mass., 19 Feb. 1944, Miss Mary Louise French, to Lt. Walsworth Bragdon Williams, USNR.

WRIGHTINGTON-SHEPARD — Married in Stamford, Conn., 19 Feb. 1944, Miss Molly Elizabeth Shepard, to Lt. Comdr. Dana C. Wrightington, USNR.

Died

BALAGIA—Died as the result of a plane crash near Andrews, S. C., 19 Feb. 1944, Lt. Jack M. Balagia, AAF, Austin, Tex.

BARLOW—Died at Fort Lauderdale, Fla., recently, Lt. Arthur Crawford Barlow, USN. He is survived by his widow and one daughter.

BIRD—Died in Washington, D. C., Grafton C. Bird, veteran of World War I and brother of Comdr. J. L. Bird, USN, and Sgt. Fred. A. Bird, USA.

CARTY—Died at Rockville Center, N. Y., 16 Feb. 1944, Mrs. Josephine K. Carty, wife of Capt. James W. Carty, and mother of Comdr. Elmer L. Carty, USNR.

COTCHETT—Died in Los Angeles, Calif., Maj. Walter V. Cotchett, USA Ret. Survived by his widow and a daughter, Mrs. Marshall Christensen of New York City.

(*Continued on Next Page*)

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Births, Marriages, Deaths

(Continued from Preceding Page)

DORLAND — Died at Fort Lauderdale, Fla., 19 Feb. 1944, Mrs. Edith Green Dorland, mother of Lt. Jack A. Dorland, USA.

EDGE—Killed in bomber crash near Army Air Base, Columbia, S. C., 16 Feb. 1944, 2nd Lt. David B. Edge, jr., AAF.

ELIVIAN—Died as the result of a plane crash near Andrews, S. C., 19 Feb. 1944, S.Sgt. Ernest E. Elivian, Trinidad, Colo.

FISHER—Died recently in a hospital in North Africa, Capt. Ralph C. Fisher, AUS, Hyattsville, Md.

FOWLER—Died in Washington, D. C., 21 Feb. 1944, Lt. Thomas P. Fowler, USCG-ret. Survived by his wife, Mrs. Catherine A. Fowler, of Washington, D. C., and a daughter, Mrs. Perry Coker, of Mobile, Ala.

GARY—Died in an aviation accident at Briggs Field, Tex., 5 Feb. 1944, AC Robert W. Gary, jr., Beaumont, Tex.

HADSELL—Died on 7 Feb. 1944, as the result of wounds received at Bougainville, Col. G. Arthur Hadsell, GSC, son of the late Col. and Mrs. G. Arthur Hadsell, Inf., USA. Survived by his widow, Mrs. Alice Platt Hadsell, three daughters, Margaret, Dorothy and Barbara Hadsell, and a sister, Susan Hadsell Fay, wife of Col. Edward N. Fay.

HARDING—Died at Palm Beach, Fla., 19 Feb. 1944, Charles Lewis Harding, father of Lts. Charles Harding, jr., Henry Knowles Harding, and Francis Appleton Harding, USNR, and Pvt. John B. Harding, USA.

HILLS—Killed accidentally near Nashville, Tenn., 15 Feb. 1944, Cpl. James Seymour Hills, son of Capt. and Mrs. Paul W. Hills, ASF.

HINRICHS—Died 17 Feb. 1944, at Pasadena, Calif., Lt. Col. Frederic W. Hinrichs, jr., USA-ret., husband of Marie Honeycutt Hinrichs and father of Col. John H. Hinrichs, Ord. Dept., USA.

HUTCHINSON—Died 16 Feb. 1944, at Providence Hospital, Washington, D. C., Mrs. Florence Hutchinson, mother of Comdr. Howard Boles Hutchinson, USN.

ISDALE—Died in Larchmont, N. Y., 17 Feb. 1944, Mrs. Amelia Aitkin Johnston Isdale, mother of Lt. George M. Isdale, USA.

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KEYES—Died at Winter Park, Fla., 17 Feb. 1944, Mrs. Emma Willard Scudder Keyes, mother of Capt. Alexander L. Keyes, FA, USA.

KLINE—Died in Woodman of the World Hospital, San Antonio, Tex., 17 Feb. 1944, Judson L. Kline, father of Comdr. Wendell F. Kline, on duty in the Navy Dept., Washington, D. C.

LYMAN—Died in Elizabeth, N. J., 21 Feb. 1944, Robert J. Lyman, father of Lt. Robert Lyman, AUS.

MILES—Died 2 Feb. 1944, in Europe, Maj. Raymond Barnard Miles, MC.

MILLER—Killed in bomber crash near Army Air Base, Columbia, S. C., 16 Feb. 1944, 2nd Lt. Phelps Miller, AAF.

MURPHY—Died in Providence Hospital, Washington, D. C., 20 Feb. 1944, William Thackara Murphy, father of Capt. William S. Murphy, an Army flight surgeon on duty in the South Pacific.

NAPPEN—Died at Big Springs, Texas, 15 Feb. 1944, 2nd Lt. George William Nappen, AAF, husband of Mrs. Mary M. Nappen.

PERRY—Died at Greenwich, Conn., 21 Feb. 1944, Mrs. Carolyn Wurster Perry, mother of Capt. Cornelius Perry, 2nd, AAF.

PHELPS — Died at New York Hospital, New York, 22 Feb. 1944, Charles H. Phelps, father of Lt. Theodore C. Phelps, AUS, and Lt. Charles H. Phelps, jr., USNR.

POWELL—Killed in plane crash in the Central Pacific, 3 Feb. 1944, 1st Lt. Richard C. Powell, jr., AAF.

PREVOST—Died in Washington, D. C., 21 Feb. 1944, Mrs. Maud S. Prevost, mother of Lt. Comdr. G. Mallet Prevost, USNR.

REED—Died 16 Feb. 1944, in European theater of operations, 1st Lt. Harold MacGregor Reed, USA.

SEXTON—Killed in plane crash near Rockville, Md., 17 Feb. 1944, Lt. (jg) T. N. Sexton, of Fishtrap, Ky.

SMITH—Killed in plane crash in England, 2 Feb. 1944, Lt. George Mason Smith, AAF. Survived by his wife, Mrs. Virginia Mullen Smith, of Washington, D. C.

SUTHERLAND—Died at Clearwater, Fla., 20 Feb. 1944, Mrs. Howard Sutherland, wife of former U. S. Senator Sutherland and mother of Maj. Gen. Richard K. Sutherland, USA, chief of Staff of General Douglas MacArthur.

TAYLOR—Died in San Francisco, Calif., 15 Feb. 1944, Harry McGuire Taylor, son of the late Rear Adm. and Mrs. Henry Clay Taylor, USN. Survived by a daughter, Mrs. Virginia Mumford, and a sister, Mrs. Walter R. Gherardi, widow of Rear Admiral Gherardi, USN.

THOM — Died in Emergency Hospital, Washington, D. C., 22 Feb. 1944, Alfred P. Thom, jr., father of Lt. Col. Alfred P. Thom, 3rd, USA.

THOMAS—Killed in plane crash near Rockville, Md., 17 Feb. 1944, Lt. (jg) G. W. Thomas, of Wickford, R. I.

WILLIS—Died as the result of a plane crash in Panama, 2 Feb. 1944, 2d Lt. Robert B. Willis, AAF.

WOODIN—Died at Flushing, L. I., N. Y., 18 Feb. 1944, Raye Palmer Woodin, father of Ens. W. Jackson Woodin, USNR, and 1st Lt. Raye P. Woodin, jr., USMCR.

WRIGHT—Killed in bomber crash near Army Air Base, Columbia, S. C., 16 Feb. 1944, 2nd Lt. Richard B. Wright, AAF.

OBITUARIES

Word has been received by Col. and Mrs. Edward N. Fay, of Washington, that Mrs. Fay's brother, Col. G. Arthur Hadsell, GSC, was wounded in action on Bougainville 30 Jan. and died 7 Feb.

Son of the late Col. and Mrs. G. Arthur Hadsell, Inf., USA, Colonel Hadsell was born in New Britain, Conn., 25 Dec. 1902, and spent all his life in the Army. Educated all over the United States, with several years at St. Paul's School, Garden City, N. Y., he graduated from the Military Academy at West Point in 1924 in the top third of his class. He chose his father's branch, the infantry, and spent part of the following year at Fort Benning, Ga., at the Infantry School, after which he went to Fort Slocum, N. Y., where he stayed several years. His next tour of duty was three years in Hawaii. During this time he made a trip to the States, and was married to Alice Miriam Platt, Vassar 1924, at Poughkeepsie, N. Y., and they returned to Hawaii together to finish his tour.

From Hawaii Colonel Hadsell, then a lieutenant, went to France, where he made one of the highest records ever made by an American officer at the Sorbonne. Returning to this country he spent the next five years at West Point, on the faculty. Finishing his duty at West Point, he went to Fort Benning, Ga., to take the Tank Course there. After graduating from the course he remained at Fort Benning for several years with the Tank Corps. From there he went to Pine Camp, N. Y., with the 754th Tank Bn., where he remained until he sailed for the South Pacific in January, 1942.

He is survived by his widow, Alice Platt Hadsell, of 4 Beechwood Ave., Poughkeepsie, N. Y., and three small daughters, Margaret, Dorothy and Barbara Hadsell and by his sister, Susan Hadsell Fay.

Army Promotions

(Continued from Page 766)

2nd Lt. to 1st Lt.—Cont.

T. L. Merrick, Inf.
J. B. Scott, QMC
D. P. Soegaard, OD
E. C. Drennen, CE
P. E. Teschke, jr., QMC
J. F. O'Shaughnessy, AUS
D. Best, Inf.
G. W. Buffery, Inf.
B. E. Gordon, AC
J. O. Snook, AUS
M. W. Haney, CMP
L. B. Gilbert, QMC
E. M. Krieger, QMC
R. F. Robinson, AC
C. W. Randrup, AC
H. M. Barton, jr., CWS
J. Schmidt, jr., CE
S. Berger, FD
G. G. Priest, AC
R. R. Downing, Sig C
J. J. Sartoris, CE
A. E. Lambert, jr., Inf.
J. M. Goloff, FD
A. W. Denninger, OD
P. Aldridge, AC
J. H. Cuthbertson, AC
H. Byrom, CWS
C. L. Weiss, QMC
E. H. Clark, QMC
H. L. Duncan, AGD
J. B. Warren, MAC
J. C. Sollenberger, jr., AC
M. L. Lowell, AC
W. J. McMillan, AC
T. P. Ravenel, AC
M. G. Guhl, AC
W. D. Emerson, OD
R. D. McAuliffe, AC
J. E. Lynn, CMP
A. S. Gilleland, AC
M. L. Stanley, WAC
B. H. Odom, jr., Inf.
W. B. Nunnally, jr., CE
C. R. Reddick, AUS
H. C. Baker, AC
H. R. Bowen, OD
G. M. Renner, jr., Inf.
A. R. Dambrauskas, Inf.
R. N. Kent, AUS
F. F. Mauser, AGD
G. G. Esterhammer, OD
P. S. Kreis, CE
J. O. Spangler, AC
H. V. Dorgan, QMC
L. W. De Plomb, QMC
T. E. Myles, AC
J. D. Stites, jr., AC
E. L. Costello, AC
K. D. Gross, Cav.
J. T. McKeown, AC
E. G. Stolle, Inf.
W. G. Murphy, Inf.
L. M. Ball, WAC
F. L. Kennedy, AC
H. R. Gordon, OD
B. A. Compton, AC
T. S. Bartley, AC
W. M. Wiseman, OD
O. L. Cox, AC
J. O. Hendricks, Inf.
W. C. Shawver, CE
J. F. Hewson, AC
R. T. Shultz, CWS
J. F. Goode, AUS
E. L. Whittington, Inf.
C. E. Graham, CE
W. S. Martin, FD
R. R. McAtee, AUS
E. W. Ashby, AUS
I. Jackson, Inf.
R. T. McCulla, CMP
J. P. Smith, AC
R. D. Stewart, CMP
R. C. Ford, CE
L. T. Boyd, jr., QMC
M. Yenzer, QMC
A. J. Barber, QMC
G. H. Holmes, OD
M. K. Williams, CE
R. B. Pendery, QMC
A. G. Schumacher, QMC
H. W. Densford, jr., AC
J. A. Tapscott, jr., QMC
W. S. Munday, Inf.
M. G. Bryant, QMC
E. A. Terrebonne, CE
G. M. Collins, AC
W. G. Seaman, AC
S. J. Giordano, AUS
T. C. Howard, AUS
L. S. Fields, AC
C. L. Walter, Inf.
R. F. Leyden, QMC
M. S. Jameson, jr., QMC
T. J. Wheaden, jr., Inf.
W. C. Link, Inf.
W. H. Comin, AUS
I. J. Haldeman, AC
J. R. McGillivray, AC
R. L. Knab, QMC
C. E. Hondru, QMC
J. A. Ballou, AC
J. S. Donohue, QMC
R. B. Sweetser, TC
J. E. Lappen, AC
H. E. Rosen, Cav.
R. L. Croteau, CAC
W. H. Du Fresne, QMC
S. Feilman, Sig C
L. J. Freeman, AC
T. C. J. Walton, Inf.
W. D. Dance, Inf.
G. F. Blanchard, OD
M. S. Kelley, AC
F. J. Matynack, QMC
G. K. Hutzel, OD
C. F. Dunn, AC
E. Klein, AC
L. J. Ahee, QMC
R. H. Peebles, AC
E. O. Hoyt, OD
J. W. Carmichael, OD
C. J. Southwell, CWS
L. D. Williams, Inf.
E. J. Manogue, MAC
C. E. Taylor, OD
J. W. Battis, Inf.
E. W. Axelson, CE
W. G. Gilley, FA
L. A. Barnhill, jr., Inf.
D. E. Landrum, CWS
M. B. Stevens, AC
Ruth Ramee, WAC
J. T. Pierce, III, Cav.
J. W. Plunkett, jr., QMC
W. D. Maxwell, CE
Lee Hunter, jr., OD
B. H. Johnson, Inf.
D. B. Brandt, Sig. C.
R. E. Johnson, AUS
D. R. Sandvig, CWS
G. M. Carlson, CE
R. B. Case, AC
D. R. Beushausen, Inf.
E. A. Boulay, CWS
F. J. Hill, AC
R. C. Rose, CE
F. B. Brothers, AC
H. R. Miller, QMC
C. F. Beisler, Inf.
R. L. Nackman, AC
M. F. Kull, AC
A. L. Fein, AC
J. D. Peters, AC
J. E. Forster, AC
R. J. Zeamer, OD
C. M. Thompson, CWS
G. O. Quackenbos, AC
C. A. Pertain, QMC
L. G. Zewen, QMC
F. V. Ritter, QMC
R. D. Gafford, AC
C. G. Batson, AUS
G. VanA. Graham, Sig C
A. A. Wallach, CE
C. A. Barchi, AGD
A. F. Pearsall, QMC
R. C. Ketcham, MAC
H. Glicksman, AUS
E. J. Bender, CE
R. H. Malone, AGD
G. B. Brockway, CE
F. J. Larner, AC
B. E. Shoemaker, AUS
F. L. Luce, jr., AC
R. T. Edmunds, OD
R. W. D'eckman, AC
F. P. Moore, Sig C
L. P. Hoesten, AC
D. Shaffer, QMC
W. Lindaker, AC
J. J. Holt, AC
W. L. Murphy, jr., QMC
H. J. McDonald, QMC
I. Daniels, CE
M. T. Neenan, CE
D. J. Melville, AC
H. J. Brown, Sig C
L. B. Eadie, AC
L. J. Mantilos, CWS
H. G. Henrikson, CWS
E. B. Edwards, Inf.
J. D. Conway, Inf.
J. H. Carlin, CMP
P. F. Harmon, CMP
J. C. Moran, QMC
F. A. Schenblein, Cav.
L. Mule, TC
C. Herrforth, Inf.
W. A. Heron, AUS
G. E. Young, FA
S. A. Jersen, MAC
T. P. Colin, OD
A. E. Gaines, Inf.
L. A. Callahan, AC
F. L. Schadt, AC
J. F. Campbell, jr., QMC
E. F. Metcalf, Sig C
E. A. Franklin, CE
J. W. Hilton, AC
D. E. Simpson, jr., QMC
C. H. Betting, AUS
C. K. McMillen, FA
D. A. Richardson, QMC
H. N. Eastman, CWS
G. A. With, Sig C
J. A. Cashman, OD
C. J. Monogioudis, AC
D. R. Jones, jr., OD
V. C. Fiscus, Sig C
R. E. Fey, AC
C. H. Tribby, Inf.
J. J. Barry, AC
E. Fisher, jr., AC
S. F. Morrison, jr., OD
T. E. Davis, AC
J. R. Rhodes, jr., QMC
W. H. Posey, CMP
R. E. Allwood, AC
W. I. Wilcoxson, AC
S. K. Childers, FA
R. R. Elliott, CE
L. S. Short, AC
B. L. Tucker, CE
J. Way, Sig C
V. M. Pierce, CE
F. W. Witherall, AUS
R. S. Johnson, AC
T. C. Hannon, WAC
A. P. Hartle, Cav.
J. G. Gelling, OD
T. H. Martin, Sig. C
P. J. Disciafani, Inf.
L. L. Buttermore, jr., CE
R. N. Mitchell, CAC
S. A. Rosen, CMP
D. E. Leber, jr., AC
L. D. Peiffer, AC
R. W. Sawver, jr., OD
R. S. Feldman, WAC
G. H. Miller, AC
J. J. Wood, jr., Inf.
R. E. Ashford, CE
S. L. Sperling, AC
P. R. Archer, AUS
M. L. North, WAC
R. R. Smith, Inf.
C. B. Otto, CWS
S. A. Binkoski, Inf.
J. R. Steele, AC
G. C. Morford, AC
A. L. Scruggs, AC
J. G. Morton, AC
J. F. Swygert, sr., AC
D. H. Wolfe, AC
H. H. Kerkow, QMC
A. L. Baker, CE
H. K. Gillespie, AC
W. DuP. Carpenter, jr., AUS
V. L. Anderson, WAC
C. I. Green, OD
M. F. Allen, FA
S. J. Griffin, QMC
T. C. Foley, OD
M. M. Ferguson, WAC
L. P. Hayes, AC
J. R. Dobbins, AUS
C. A. Howell, AUS
L. W. Loerwald, AC
C. C. Huddleston, QMC
G. F. Hawley, OD
W. E. Becker, jr., Inf.
G. F. Young, AUS
E. W. Matthiessen, jr., AC
A. W. White, AUS
A. A. Hord, OD
V. D. Lincecum, jr., AUS
W. Brady, FA
L. J. Roe, QMC
F. C. R. Pugh, QMC
F. S. Lucia, TC
A. B. Price, jr., AC
R. M. Dillon, AC
E. R. Sears, WAC
J. M. Austin, Inf.
N. M. MacLachlan, AC
B. L. Dickinson, Inf.
R. C. Youngberg, AUS
E. C. Cluster, MAC
H. Rapp, OD
M. J. Pedgarney, OD
G. E. Moran, AC
W. K. Van Hook, Inf.
J. L. Hesse, OD
L. M. Stoffiet, Inf.
R. D. Christensen, AC
H. F. Vandeveld, AC
F. R. Kane, AUS
N. H. Jansen, QMC
W. Dewey, Sig C
H. J. Roen, AC
H. B. Smith, AC
V. S. Cossman, AC
P. E. Heckerling, AC
H. Frankel, AGD
M. Gertsman, AC
H. M. Mermelstein, AC
V. L. Card, OD
A. C. White, Inf.
J. D. Meachem, AC
D. F. Worden, AC
W. J. Terlecki, FA
W. Brann, Sig C.
F. G. Kuehl, CE
K. R. Helms, FA
W. F. Rawls, QMC
C. H. Gettel, AC
J. O. Marshall, AGD
E. K. Knight, CE
V. O. Thompson, Cav.
R. B. Moore, AC
H. L. Jervis, AC
E. K. Halaby, AC
C. W. Himes, AC
R. C. Thomas, jr., FA
J. J. Adam, jr., AC
R. H. Thomas, Sig C.
A. S. Bickham, Sig C.
D. D. Hull, AC
H. J. Gephart, AC
S. L. Markwood, Inf.
G. M. Sulpizio, Inf.
R. R. Weaver, FA
G. A. Hoffman, Inf.
F. P. Thullen, CE
R. O. Gaston, AC
D. L. Seitz, AC
G. A. Meier, Inf.
V. I. Howard, AC
E. C. Holt, AC
L. J. Graham, Inf.
H. J. Peckham, AC
R. D. Holder, AC
E. P. Moffitt, Inf.
J. T. Fulton, AC
A. K. Leatherwood, jr., AC
R. B. Carmichael, AC
A. G. Vanderbeck, FA
R. E. Moyer, Sig. C.
M. R. Garber, AC
M. Lawhead, CE
J. F. Francella, AC
J. R. Poffenberger, jr., CE
W. A. Knerr, AC
J. E. Radcliff, Inf.
N. W. Rogers, Inf.
E. D. Collins, CE
T. J. Yacurcio, Inf.
S. Abrams, CMP
L. E. Eriksen, OD
W. E. Miller, AC
J. E. Sweeney, OD
W. D. Jones, AC
W. L. Gage, AC
G. J. Soares, FA
W. S. Davis, Inf.
J. H. Andrews, jr., QMC
F. P. Mills, AC
I. E. Bishop, OD
L. W. Childs, FA
C. F. Qualls, Inf.
J. H. Kimbro, AC
W. P. Carter, FA
J. T. Mayfield, AC
M. K. Hall, jr., Inf.
C. B. Jennings, AC
A. H. Hill, CE
J. A. Meredith, AC
C. D. McFetridge, jr., AC
J. V. Kunkel, AC
R. S. Greathouse, AC
K. M. Millar, AC
W. H. Barton, CE
J. D. Ibanes, Cav.
H. A. Crowmever, Inf.
J. Ingram, jr., AC
F. J. Heyne, jr., AC
A. D. Cook, CE
V. R. Glazener, AC
C. Lowe, FA
W. C. Gieger, AC
R. A. Lynch, AC
J. C. Lackey, AC
H. J. McD. Meyer, AC
I. D. Yost, CE
W. Williams, FA
H. K. McDonald, AC
R. E. Jaycoxe, AC
M. E. Carmichael, AC
M. C. Christensen, FA
A. C. Moore, AC
H. E. Quinley, QMC
P. S. Keenan, AC
C. H. Fellows, Sig C.
M. A. Croan, Sig C.
H. C. Ellsbury, Sig C.
M. Koltun, Sig C.
H. K. Croken, Sig C.
C. A. Davies, CE
A. H. Poffenroth, AC
W. F. Watts, Inf.
R. W. Laurrell, MAC
W. J. Kasson, AC
W. H. Barnes, OD
C. F. Melito, AC
W. L. Lukowicz, FA
J. A. Hill, OD
S. A. Tidwell, jr., AC
D. D. Russell, CE
P. B. Anderson, Inf.
W. E. Dubourg, AUS
W. R. Bogart, jr., Inf.
J. R. Willingham, jr., AC
P. H. Darling, OD
J. Aboud, AUS
E. E. Sexton, jr., MAC
R. P. Scoggins, AUS
J. M. Paris, QMC
H. C. Stuck, jr., CAC
C. A. Gammill, FA
R. L. Vogt, FA
F. S. Norris, Sig C.
C. L. Culbertson, Inf.
D. Holmquist, QMC
J. R. Huber, Inf.
D. C. Camper, AC
G. P. Wilson, AC
E. M. Greve, CAC
L. W. Crosby, Sig C.
P. F. Hummel, AC
R. A. Albrecht, jr., CE
D. T. Ghent, CAC
F. Holeka, Inf.
G. M. Gougler, OD
R. C. Bradfield, CAC
T. J. Edgell, AC
G. D. MacDavid, Inf.
R. V. Bandurraga, MAC
D. R. Blaine, CE
J. W. Clune, jr., Inf.
C. H. Robertson, OD
J. S. Donnellan, MAC
T. R. McGilliard, QMC
G. T. Stanton, OD
C. H. Garner, CE
C. A. Wilbur, CE
R. E. Ragland, Cav.
R. E. Fisher, CAC
W. W. Sanks, MAC
R. F. Ryan, OD
R. O. Patterson, CAC
J. M. Cummings, AGD
A. P. Ross, AC
R. G. Turnbull, Inf.
J. H. Kinchelce, Inf.
R. E. Hardin, Inf.
J. J. Opdyke, AC
C. T. Rhodes, CAC
T. D. Hebb, Sig C.
D. C. Stromberg, CE
H. A. Wurtzel, MAC
W. C. Berger, CMP
R. O. Bruno, AC
R. S. Davis, Inf.
T. W. Kunau, AC
R. F. Remillard, QMC
R. L. Gibney, QMC
R. M. Dorsey, AC
W. H. Milish, QMC
J. N. Cohen, CE
A. M. Signorelli, CAC
A. A. Linsean, WAC
G. W. Smith, AC
T. F. Kane, jr., CE
R. P. Spencer, CE
L. F. House, AC
B. A. Folsom, jr., AC
F. C. Wilson, CAC
C. C. Green, CE
J. E. Lawyer, AC
A. M. Bradbury, OD
C. L. Johnston, CWS
J. E. Poulos, FD
Q. T. Conway, AC
R. J. Morris, AC
W. J. Doucet, CMP
J. T. Brown, AC
R. C. Stone, jr., AC
E. J. Keller, Cav.
T. R. Van Kirk, CE
E. W. Brown, AC
D. W. Jensen, Inf.
M. G. Morrison, MAC
C. L. Beebe, QMC
E. H. Mikes, jr., AC
W. P. Boyd, QMC
I. Roshal, OD
E. A. Driggott, OD
S. P. Sleman, AC
H. T. Lingard, QMC
J. Kupcinet, AC
T. S. Fly, AC
W. O. Buckl, FA

(Please turn to Page 771)

Seek "Admirals of the Navy"

(Continued from First Page)

"These grades, 'General of the Armies' and 'Admiral of the Navy,' have always been held by men who led our forces into battle—Grant, Sherman, Sheridan and Dewey," Mr. Vincent continued, "and in each the title was not conferred until after the war, when the contributions each man had made to victory could be definitely evaluated."

Sentiment in the Senate and House Military Affairs Committees to the Army's counterpart of H. R. 4134, a proposal to permit two additional appointments to grade of "General of the Armies," is growing colder. There are reports that the Navy may seek to by pass these committees by attempting to amend the "Admiral of the Navy" bill on the floor of the House to include the additional "Generals of the Army."

One ranking Army officer stated this week that if the proposed titles of General of the Armies for General Marshall and General Arnold and of Admiral of the Navy for Admiral Leahy and Admiral King were honorary titles, action should await the end of the war. "However," the officer continued, "if the ranks are considered by those four officers to be necessary to the more efficient prosecution of the war, the four leaders themselves should ask for the necessary powers."

During the discussion in the House Naval Committee room, committee members questioned the legality for appointment of admirals and vice admirals in excess of the totals authorized by law and asked how many officers had been so advanced. When it was pointed out that these temporary promotions were authorized by the act of 24 July 1941, and confirmed by the Senate, members asked the Navy witnesses what provision was being made for the Admirals Nimitz and Halsey and were told that a separate measure for creating the grade of "Admiral of the Fleet" for these officers would be drafted and presented to the committee.

This proposal to create rank of "Admiral of the Fleet" followed closely upon Navy representatives' statements that in the bills now before Congress the titles of "Admiral of the Fleet" and "Field Marshal" had been avoided because of their foreign connotations.

In the event that the grade of "Admiral of the Fleet" should be created and conferred upon two sea admirals, the Navy would have only two active officers remaining in grade of admiral. There would thus be two Admirals of the Navy, two Admirals of the Fleet and two Admirals, not counting nine retired admirals now on active duty.

Although the insignia proposed for the grade of "Admiral of the Navy" is six stars, there are reports that Admiral King would prefer some new type of a single insignia, such as a wreath or similar device, instead of a galaxy of stars.

In the matter of sleeve braid, instead of a two-inch stripe surmounted by five half-inch stripes, it is proposed that an Admiral of the Navy wear two one-inch stripes, with a half-inch stripe between. This braid with spaces between will cover five and one-half inches of each sleeve.

In its letter to the House Naval Committee dispatched on the day of the group's meeting, the Navy Department described the provisions of the bill and its purpose.

Text of the letter follows:

"The purpose of the bill is to reestablish the grade of Admiral of the Navy. Appointments to this grade would be made by the President, confirmed by the Senate, from among line officers on the active list and retired officers on active duty serving in the rank of Admiral. There would not be more than two Admirals of the Navy on the active list at any one time. Pay and allowances would correspond with those provided for the General of the Armies, which are at the present time $13,500 a year as pay, and allowances as provided by the President, understood currently to be $8,000 a year. When an appointment made under the provisions of the bill is terminated, the Admiral of the Navy involved goes to the retired list with the same rank, pay and allowances.

"It is considered that officers of the Navy representing the United States in dealing with foreign governments do not have rank commensurate with the responsibilities of that representation. It appears to be unquestionable that the United States is the leading sea power in the world and will remain so. The Commander-in-Chief, U. S. Fleet, and Chief of Naval Operations is constantly in contact with officers of foreign navies, who, by virtue of increased rank held by such officers, are his superiors in rank though their responsibilities are not so great. A similar situation exists with reference to the Chief of Staff to the Commander in Chief of the Army and Navy, who also holds the rank of Admiral; he presides over the Combined Staff which has as members of the British Staff officers with the rank of Admiral of the Fleet and Field Marshal.

"The added cost will be $10,000 a year for each Admiral of the Navy appointed."

Voting Instructions

Information to facilitate voting in eleven State primaries during May, 1944, by Army personnel whose voting residence is in those States, has been made available at all military installations, the War Department announced this week.

Primaries will be held during May by the States of Alabama, California, Florida, Indiana, Maryland, New Jersey, North Carolina, Ohio, Oregon, South Dakota, and West Virginia. In eight of the States, the States' absentee ballots will be used, two will issue "official war ballots" to soldier applicants, and one will make both types of ballots available.

Commanding officers have been instructed by the War Department to call the primaries to the attention of men from the States concerned in time to give them maximum opportunity to complete all steps necessary for balloting. Postage-free post card applications for ballots are made available, to be used as indicated in special instructions for each State. In lieu of these post cards, soldiers may write application letters, using the text of the card. Applicants for primary ballots must state their party affiliation. In addition to signing the applications, soldiers should print their names legibly and give their Army serial numbers.

Vice Adm. Greenslade Assigned

Secretary of the Navy Knox has announced the establishment of the Office of Pacific Coast Coordinator of Naval Logistics with Vice Adm. John W. Greenslade, USN (Ret.), as its head.

As Coordinator, Vice Admiral Greenslade will be the representative of the Secretary of the Navy and of the Heads of all Offices, Bureaus and Activities of the Navy Department "to effect coordination of procurement, transportation, distribution, staging and overseas supply of material and of personnel, together with all services incident thereto," in the Eleventh, Twelfth and Thirteenth Naval Districts.

Sec'y of Chaplains' Association

Col. Alva J. Brasted, USA-Ret, former Chief of Chaplains and now editor of the *Army and Navy Chaplain*, was elected executive secretary and treasurer of the Army and Navy Chaplains' Association at a meeting of the executive Staff of the group held 24 Jan.

Chaplain Brasted succeeded Col. Augustus S. Goodyear, who pointed out that he was forced to relinquish the post because the growth of the association from 450 to over 5,000 members made the services of a full-time secretary necessary. Colonel Goodyear was elected to membership on the staff of the association.

Walter Winchell's Navy Status

In reply to a resolution directing him to report to the House of Representatives the Naval status of commentator Walter Winchell, the Secretary of the Navy informed Congress that Mr. Winchell is a lieutenant commander in the United States Naval Reserve; that he has been assigned to inactive duty and has no duties connected with the Navy, and that he receives no compensation from the Navy.

Bronze Star Details

The Army and Navy both announced, 24 Feb., details of award of the Bronze Star Medal recently authorized by the President and reported in the ARMY AND NAVY JOURNAL of 12 Feb.

The War Department states that the medal will rank between the Soldier's Medal and the Purple Heart while the Navy Department places it next after the Navy and Marine Corps Medal and before the Air Medal.

The ribbon bar denoting the medal is of Old Glory Red with a one-eighth inch vertical stripe of Royal Blue in the center. The ribbon is edged with white piping and the stripe is separated from the red by white piping.

Negro Troops in the Services

In reply to an inquiry from Representative Fish, N. Y., as to why Negro troops are being used so generally in service units, with very few being used for combat duty, the Secretary of War admitted that some combat units are being converted to service units, but solely for military purposes and without regard to race.

In his letter to Representative Fish, the Secretary declared:

"Your information concerning the utilization of certain Negro personnel from tank destroyer and field artillery units in organization of service units is correct. However, additional tank destroyer units organized with colored personnel have been retained. The Nine Hundred and Thirtieth and Nine Hundred and Thirty-first Field Artillery Battalions, both former components of the One Hundred and Eighty-fourth Field Artillery, are currently being refilled, but present plans contemplate conversion of both battalions to combat engineer units. Certain other existing Negro field artillery units are being converted to heavier artillery, but the Nine Hundred and Thirtieth and Nine Hundred and Thirty-first 155-mm. Howitzer Battalions have not been selected for conversion to heavier artillery or retention as field artillery owing to the unsatisfactory records of both units. To have retained these troops as field artillery and concurrently to have converted or stripped other Negro or white field artillery units with substantially higher efficiency records, would have been an uneconomical use of manpower."

The Secretary stated that likelihood of a direct enemy attack on our coastlines has decreased substantially, and our enemies' air power has deteriorated with respect to ours. He continued:

"Accordingly, economic use of available manpower has dictated conversion of many defensive units composed of both white and colored personnel to other types of units more urgently needed. The necessity of fighting a global war on many fronts has required provision of service units on a tremendous scale.

"In converting combat units to service units, the War Department's selection of units to be converted has been based solely on the relative abilities, capabilities, and status of training of the personnel in the units available for conversion. It so happens that a relatively large percentage of the Negroes inducted in the Army have fallen within the lower education classifications, and many of the Negro units accordingly have been unable to master efficiently the techniques of modern weapons. To have committed such units to combat at the dates of conversion would have endangered operational successes as well as submitted the personnel to unnecessarily high casualty rates. Our limitations of manpower and urgent immediate need for service units of a type whose mission could be efficiently discharged by the personnel concerned left no choice but to include Negro troops in conversions such as those mentioned in your letter.

"Concerning the use of Negro troops overseas, our general policy is to maintain the same ratio between Negro and white troops overseas as exist in the Army as a whole. I am sure you realize, however, that it is impracticable to maintain a uniform ratio of races to branches of service in all theaters."

In conclusion, Mr. Stimson declared:

"The War Department has every intention of continuing its past efforts to make the best possible use of its available manpower in the prosecution of the war without regard to race, religion, color, or other unmilitary considerations."

Air Crew Training

Instructions have been given by the War Department governing application for air crew training in grade by commissioned officers, warrant officers and flight officers.

Officers in grade of captain or higher will not be accepted and demotions will not be made for the purpose of entering training. Officers of the Regular Army will be considered only for pilot training. Ages must be 18 to 27 years.

Those applicants who have been eliminated from Army, Navy or Marine Corps flying schools for flying deficiency or who have completed a course leading to a pilot rating at such schools are not eligible for pilot training.

Warrant officers completing the course will receive appointments as either flight officers or second lieutenants, AUS, while flight officers will either retain their status or receive appointments as second lieutenants, AUS.

Naval Commands Named

Rear Adm. Alan Goodrich Kirk, USN, has been named Commander of the United States Task Force, operating as part of the Combined Naval Force in England.

In addition, Rear Adm. John Leslie Hall, jr., USN, and Rear Adm. John Wilkes, USN, have been placed in command of units of Rear Admiral Kirk's Task Force.

Admiral Harold R. Stark, USN, is the Commander of all United States Naval Forces in the United Kingdom Area.

Naval Prizes of War

Senator Walsh, Mass., this week introduced a bill S. 1735, to amend existing law to provide that District Courts of the United States shall have larger jurisdiction in the cases of vessels taken as prizes of war in the present conflict.

Existing law provides that these courts shall have jurisdiction only when the ships have been captured on the high seas, or in territorial waters of a co-belligerent. It denies authority in the cases of vessels captured elsewhere, as in harbors, bays, ports, or inland rivers, unless the ships are brought to the United States—but this is often impracticable because of the cost, the condition of the prize, the unavailability of personnel, or for other reasons.

The bill as proposed gives original jurisdiction over all prizes captured if the capture is made by authority of the U. S. or has been adopted and ratified by the President—and the prize is brought into the territorial waters of a cobelligerent, or is taken or appropriated for the use of the U. S. The District Courts would have authority over all proceedings for the condemnation of such property taken as prizes.

Existing law provides also that there must be appraisal and deposit with the U. S. Treasury of the value of the prize when the vessel is taken or appropriated for the use of the U. S. The bill as proposed provides that "the prize court is hereby authorized to proceed to adjudication on the basis of an inventory and survey, and an appropriate undertaking by the U. S. to respond for the value of such property without the necessity of either an appraisement or the deposit of the value of the prize with the Treasury of the U. S. or any other public depository."

The Navy Department claims that the requirements of existing law contribute "to delay in securing the use of prizes and tend to complicate the entire matter of taking foreign vessels." By removing these requirements the full use and benefit of captured ships will be obtained more promptly.

Prisoner of War Mail

A directive has been issued that letters or postal cards addressed to American prisoners of war in German camps should be placed by the sender in an outer unsealed envelope, addressed simply "Postmaster—Prisoner of War Mail." The inner envelope or card should be addressed in accord with the directions previously given. The letter or card may then be dropped in a mail box, without postage. When collected by a postman the outer envelope will be removed by the Post Office and the letter or card will be sent, without postmarking, to New York for censorship. Or the letter or card may be given to a Post Office clerk, without the outer envelope, and the mail will be forwarded to New York.

The sole purpose of this procedure is to avoid placing postmarks that will be objectionable to German authorities—postmarks such as "V for Victory" and "Buy War Savings Stamps and Bonds."

Air-mail letters must not have stamps marked with slogans or patriotic ideas nor must objectionable endorsements be placed on the wrappers or cartons of next-of-kin parcels.

The War Shipping Administration has announced that the American Red Cross has purchased the SS Spokane, a freighter, to be used for carrying relief parcels to Americans who are in German prison camps.

Army-Navy Country Club

Brig. Gen. Harry R. Kutz, USA, was elected president of the Army-Navy Country Club, Arlington, Va., at the annual meeting 21 Feb. General Kutz succeeds Vice Adm. H. V. Butler, USN-Ret. Others elected were: Maj. Gen. Amos A. Fries, USA-Ret., Vice President; Capt. N. W. Gokey, USN, chairman of the Board of Governors; Col. F. M. Smith, USA, secretary; and Capt. M. L. Royar, USN, treasurer and comptroller.

Maintenance is a war job—your war job. So make it easier for yourself. Remember that Preventive Maintenance is the easiest maintenance.

Non-commissioned Officers

(*Continued from First Page*)

at all times are essential to worth while non-commissioned officer schools. The effects of schools with a lower standard will be positively detrimental. The best officers in the command should be assigned to duty with the schools. Commanders of all echelons must exercise continuous and active interest. Where practicable, noncommissioned officers attending schools should be relieved from other duties and should be quartered and messed together at some distance from their places of normal duty.

c. The prompt removal of noncommissioned officers who fail to attain or maintain acceptable standards. The noncommissioned officer is handicapped who entered the service with the privates of his organization, whose service with them has been continuous, and whose training has not been more extensive than theirs. In many cases potentially efficient noncommissioned officers who are not doing acceptable work in their present organization may be saved by sending them to school, and on completion of the school course, transferring them to another unit. Noncommissioned officers who are reduced should, in general, be transferred immediately to another unit.

d. The enhancement of the advantages and prestige of the noncommissioned officer grades. Extended prerogatives, additional liberties, separate quarters, messes, and recreational rooms and facilities making possible superior personal appearance may be included with appropriate measures to enhance the popularity and prestige of noncommissioned officer grades.

e. The public recognition through news releases, orders, and other appropriate means of the accomplishments and importance of the noncommissioned officers.

f. The delegation to noncommissioned officers of all authority that is rightfully theirs and the creation of increased opportunity for the noncommissioned officers to exercise command and initiative. Especially in organizations with a commissioned overstrength, there has been a tendency to permit the surplus officers to usurp the authority of the noncommissioned officers. This practice must be discontinued. In general, officers must deal with enlisted men through the appropriate noncommissioned officers. The competent commander will create innumerable situations in which his noncommissioned officers are required to exercise initiative and leadership.

g. The consultation with appropriate noncommissioned officers in planning the implementation of directives. The prestige of a noncommissioned officer is materially raised if he invariably has information in advance of its dissemination to the command as a whole, and if his recommendations are sought by his commander.

h. The avoidance of embarrassment of noncommissioned officers in the presence of their subordinates. The training, correction, and disciplining of noncommissioned officers should be so conducted as to protect them from degrading embarrassment in the presence of their subordinates.

i. The thorough indoctrination of every noncommissioned officer with the importance and responsibility of his grade and position.

Soldier Bond Purchases

Purchases of War Bonds by Army personnel reached new highs in January, the War Department announced, with sales through pay-roll allotments reaching $31,916,000.

Thirty-nine per cent of the officers and enlisted personnel of the Army are regular War Bond purchasers, according to the Army War Bond Office of Army Service Forces, at Chicago, Ill. Between 1 Apr. 1943, when the Class B pay-roll allotment system went into effect, and 31 Jan. 1944, they have invested $260,297,000 of their Army pay in bonds. This figure does not include cash purchases made by scores of thousands of other soldiers, which average around $4,000,000 each month.

British and American Units

United States Army Ordnance and Quartermaster units in Great Britain are exchanging personnel with similar British Army units for two-week periods to aid coordination of training against the day they team together in the assault on Western Europe, the War Department has announced.

First group of American Ordnance soldiers, headed by 1st Lt. Jack Bramson has just completed such a stay at a British ammunition depot. Enlisted men in the group included Sgt. Albert Wolan, Cpl. Jack C. Margolin, Pvt. Clarence Hill and Pvt. Carl R. Spence.

Reserves Win Navy Contest

The U. S. Naval Institute, Annapolis, Md., announces its sixty-sixth prize essay contest has been won by Lt. William H. Hessler, USNR, with an essay entitled "A Geopolitics for America."

Honorable mention was awarded to Lt. Ashley Halsey, jr., USNR, with an essay, "A Slide Rule Formula for a Post-War Navy."

Personal Affairs Division

(*Continued from First Page*)

will provide a liaison officer between the division and its branches.

In conjunction with the Personal Affairs Division, a volunteer women's committee is being established to organize volunteer units of women relatives of Army personnel. This committee's functions will include visits to the homes of military personnel, arranging for medical care and hospitalization through proper agencies. It will provide clerical assistance, establish day nurseries, and aid in other special problems.

Close coordination will be maintained between the Personal Affairs Division and Army Emergency Relief, American Red Cross, Veterans' Administration, General Accounting Office, Office of Dependency Benefits, Fiscal Director, ASF; Judge Advocate General's Department, Bar Associations, Legal Aid Societies, Civil Service Commission, Selective Service, U. S. Employment Service, Federal Social Security, and other agencies.

Services of the new division are extended to personnel and dependents of members of Army Service Forces and Army Ground Forces only, as Army Air Forces maintains its own appropriate agencies.

Naval Avn. Cadet Bonus

The Comptroller General has held (decision B-34345) that the transfer of a naval aviation reserve officer to the retired list because of disability incurred while serving on extended active duty may be regarded as a "release from active duty" within the meaning of section 12 of the Naval Aviation Cadet Act of 1942, as amended, authorizing, upon release from active duty, a lump sum payment of $500 for each year of continuous active commissioned service of officers commissioned thereunder or under the Naval Aviation Reserve Act of 1939, and, therefore, any lump sum amount accrued to such an officer for continuous commissioned active service theretofore performed may be paid at the time of his transfer to the retired list.

In computing continuous commissioned active service of naval aviation reserve officers for purposes of payment of the lump sum for each year of active commissioned service of officers commissioned thereunder or under the Naval Aviation Reserve Act of 1939, there may not be included active duty performed by such officers subsequent to transfer to the retired list because of disability incurred in line of duty, irrespective of whether such duty as retired officers follows immediately their transfer to the retired list or follows an interval in an inactive status on the retired list.

Double Time for Pay

The House Military Committee this week reported H.R.1675, a bill which amends the pay act to provide that enlisted men and warrant officers heretofore or hereafter retired who served beyond the continental limits of the United States between 1898 and 1912, such service having been computed under previous laws as double time toward retirement, shall be entitled to receive the maximum pay now provided for the grade in which retired.

Honor Captain Womble

Capt. J. P. Womble, jr., USN, was made a Doctor of Laws by Ursinus College, Collegeville, Pa., on Saturday, 19 Feb. Presentation was made by Dr. Norman E. McClure, Ph. D., President, and the citation was read by Dean W. A. Kline, Litt. D.

This honor comes to Captain Womble by reason of his duties in connection with the Navy V-12 College Training Program as Officer in Charge of the Administration Section of the Training Division of the Bureau of Naval Personnel.

Enlarging Arlington Cemetery

The House Military Committee this week voted to report S. 413, a bill providing for the enlarging of Arlington National Cemetery. The tract of land provided for in the bill covers 118 acres contiguous to the cemetery.

The committee has accepted the view of the War Department that the present facilities will have to be increased in 5 to 10 years.

Plane Presumed Lost

A military plane, operated under contract for the Navy by Pan American Airways, Inc., is overdue on a flight from the Pacific Northwest to Seattle, Wash., and is presumed to have crashed at sea, the Navy Department announced 18 Feb.

Search operations have disclosed no trace of survivors but wreckage and a floating life raft were found in the vicinity where the plane is believed to have gone down.

Members of the plane crew were:

Henry H. Thomas, Pan American Airways Captain, pilot; Mitchell B. Sumrell, co-pilot; Elwood W. Smith, radio officer; Cecil D. Kester, radio officer, and Theodore J. McGrath, steward.

Passengers were:

Lt. William W. McClain, USNR; Lt. Cecil B. York, USNR; Lt. (jg) Francis G. Grosse, USNR; Bosn. James L. Wilson, USN; Pay Clerk Hubert C. Beane, USNR; Raymond S. Griffith, CAA communicator; Thomas E. Jeter, Pan American Airways; Miss Jeanne B. Johnson, Pan American Airways, and Davis R. Rolston, CAA engineer.

Navy Illiterates' School

Illiterates accepted for service in the Navy hereafter will be assigned to a special training unit at the Great Lakes Naval Training Station where they will be given courses designed to bring them to a level of educational ability which will enable them to perform the duties assigned to them efficiently.

Assignment of such inductees after training will be based upon a careful study of their intelligence and ability and a survey of the nature of duties to which they can be assigned for the most efficient performance.

480th Antisubmarine Grp. Cited

The 480th Antisubmarine Group of the United States Army Air Forces has been awarded a Presidential Citation for its activities in the Battle of the Atlantic, the War Department announced 20 Feb.

During the 12 months of its operations, beginning 10 Nov. 1942, the 480th listed nearly 50 per cent of its strength of 240 officers and men as either killed or missing, testimony to its hazardous missions in the European and North African theaters of operation.

Vehicles for Overseas

Twenty-five thousand military vehicles in the Ninth Service Command, Army Service Forces, were thoroughly mechanically and road tested and inventoried last week for overseas combat service. Headquarters of Maj. Gen. David McCoach, Jr., Commanding General, reported the vehicles will supplement shipment of new machines overseas and will prevent a backlog of used equipment.

Office of Dependency Benefits

Newark, N. J.—Assignment of Maj. George G. Chandler as Officer in Charge of the Legal Branch, War Department Office of Dependency Benefits, an activity of the Army Service Forces, has been announced by Brig. Gen. H. N. Gilbert, USA, Director.

Major Chandler succeeds Lt. Col. Dell King Steuart, who has been transferred to Washington, D. C., to serve as assistant to Col. F. Granville Munson, USA, recently recalled to active duty to serve as Director of Personal Affairs for the Army Service Forces.

Senate Committee Changes

The following changes in the Republican membership of the Senate Military and Naval Committees were made by the Senate this week: Senator Thomas, Idaho, from Committee on Rules to Committee on Military Affairs; Senator Brooks, Ill., from Pensions Committee to Naval Affairs Committee; Senator Brewster, Me., from Naval Committee to Committee on Finance.

Pay of Relieved Retired Officers

Change 2, AR 35-1760, provides that when a retired officer is relieved from active duty effective on any but the last day of the month, he will be paid active duty pay by his local disbursing officer. His retired pay for the remainder of that month will be paid him by the Finance Officer, Washington, D. C., on receipt of a transcript of account covering this payment which is forwarded by the local disbursing officer.

U. S. War Communiques

(*Continued from Page 763*)

FOURTEENTH USAF, HQ, CHUNGKING

16 Feb.

Mitchells of the Fourteenth AAF on 14 Feb. on a sea sweep of the Tongking Gulf, bombed and damaged a 300-ton power boat and a tug and strafed a small junk. The amount of damage was not observed.

American fighters on the same day strafed the airdrome at Hasenwhi, in Burma. Storage sheds were set on fire and heavy black smoke with flames was visible.

On 15 Feb. Mitchells, again sweeping Tongking Gulf, bombed a 1,200-ton steamer and a 1,000-ton steamer. A direct hit was scored on the larger vessel, which was left with its decks awash. Our aircraft also strafed the railroad station at Haspsong, a locomotive north of Thanson and a small motor launch, which was damaged by a direct hit.

18 Feb.

Mitchells of the Fourteenth AAF were active over French Indo-China on 16-17 Feb.

16 Feb. they bombed a three-spanned bridge at Yenly, destroying it with a direct hit on the center span.

They also attacked two other railroad bridges north of Yenly and, it is believed, destroyed them both.

17 Feb. our Mitchells probably sank a 1,200-ton freighter in Tonkin Gulf. They then bombed and severely damaged a railroad bridge at Yen Xuan, five miles south of Vinh.

They also strafed and seriously damaged two locomotives and a train.

Visual observation over Vinh indicated considerable damage was inflicted during our Liberator raid, 13 Feb.

21 Feb.

Mitchells of the Fourteenth AAF, on a sea sweep of Tongking Gulf on 18 Feb., attacked two 350-ton cargo boats, probably damaging one, which was left with a large quantity of oil streaming astern. The Mitchells then bombed and destroyed the railroad bridge at Phu Ly, French Indo-China.

On 19 Feb. our Mitchells bombed and destroyed the railroad bridge at Hatrung, French Indo-China, and scored hits on rolling stock and buildings.

Fighter-bombers dive-bombed and destroyed a 2,700-ton Japanese merchant vessel off Campha Port, also in French Indo-China, and strafed and destroyed the administration building on Hongay airdrome. Other fighters strafed the barracks area at the Loiwing airdrome in Burma, doing considerable damage.

Other American Mitchells on a sea sweep sank a 1,200-ton freighter off Foochow, on the East China Coast.

All our aircraft returned safely from these missions.

Liquidation of PX's

Because operation of many Army exchanges must be curtailed or ended due to moving of troops overseas, the War Department has recently issued instructions to govern partial or complete liquidation.

It is provided that surplus stocks and fixtures normally shall be sold through service command distribution centers to other exchanges, to War Department or to other government agencies, or in some cases to civilian outlets.

Each exchange in continental United States has been instructed to send two per cent of the monthly net sales, including net sales of concessions, to the Army Exchange Service in order that the latter can accumulate a fund adequate to insure that obligations of all exchanges can be met.

Ship Repair Facilities

The House Naval Affairs Committee this week reported S. 1668, the bill that authorizes an additional appropriation of $130,000,000 for ship-repair facilities. For the most part these facilities will be established on the West Coast and will consist of drydocks, overhaul facilities for submarines, supporting facilities for the drydocks, and replacement of mobile floating repair units by duplicate tools and equipment on shore.

Taxes on Army Transports

War Department Circular No. 68, now being distributed, points out that the U. S. Transportation Tax, as well as foreign government taxes, port dues, landing or embarkation taxes, etc., must be levied against paying passengers riding on Army Transports.

Army Promotion Status

Promotions and Vacancies on the Promotion List (Cumulative) and Promotions on the Non-Promotion List since 18 Feb. 1944.

Last promotion to the grade of Colonel—Harold W. James, Inf., No. 45. Vacancies—One. Last nomination to the grade of Colonel—John F. Davis, Cav., No. 67. Senior Lt. Colonel—Hubert R. Harmon, AC, No. 68.

Last promotion to the grade of Lt. Colonel—George H. Bare, Inf., No. 200.

Last promotion to the grade of Major—Robert B. McCleave, Inf., No. 315.

Last promotion to the grade of Captain—Adrian L. Hoebeke, Inf. No., 298.

Last promotion to the grade of 1st Lt.—Francis H. Smith, Inf., No. 721.

Army Promotions

(Continued from Page 768)

2nd Lt. to 1st Lt.—Cont.

L. Keinigsberg, AC
R. E. Carmody, MAC
A. S. Kulis, AC
R. E. Brennan, CE
J. R. Michell, CE
J. Cicero, CE
D. Winick, QMC
M. P. Mester, FA
H. H. Kenyon, FA
R. D. Florance, Sig C.
J. Stone, Inf.
E. D. Lloyd, Inf.
R. D. Vecchio, OD
L. Greene, Inf.
R. B. Lawrence, AC
A. Healy, AC
N. C. Schwind, Inf.
M. Berkowitz, CAC
A. W. Rendleman, CE
A. W. Carlson, QMC
K. C. McCann, CAC
R. E. Kennedy, QMC
C. W. Thomas, QMC
J. N. Morency, jr., Inf.
L. J. Desper, FA
J. H. Gaa,
H. W. Bell, QMC
C. J. Clifford, AGD
L. J. Dye, AC
J. E. Hartman, AC
L. Morris, FA
W. H. Smith, FA
R. L. Monroe, TC
A. W. Ball, QMC
R. G. Moorhead, Inf.
J. R. Lynch, CE
J. D. Pearson, CE
H. F. Albertson, TC
A. A. McFatridge, jr., FA
G. W. Mitchell, AC
I. H. Schroeder, AC
M. S. Anderson, Inf.
H. E. Thomsen, AC
D. R. Williamson, MAC
F. B. Weaver, Inf.
D. W. A. Edwards, Inf.
R. J. Nelson, AGD
K. R. McGinnis, AC
C. J. Clark, WAC
C. L. Burnham, Sig C.
J. E. Kennedy, QMC
L. W. Frantzsen, CAC
Ray La Rue, AC
W. W. Wickman, CE
J. F. Fiala, TC
K. A. Spreczer, Sig C.
L. E. Garlock, CAC
L. T. Maxwell, AC
G. V. Squire, MAC
J. C. McCormick, CMP
W. E. Crane, CMP
A. C. Storms, CAC
M. C. Lewis, CAC
L. E. Cochran, Inf.
G. S. Christner, AC
F. O. Morns, jr., QMC
W. C. Mierau, FA
H. F. Laws, CWS
L. E. Higgins, Sig C.
P. G. Locke, CE
G. H. Cecil, Sig C
D. H. Spurlock, Inf.
J. S. Smith, CAC
A. S. Thornton, jr., AC
E. B. Gray, AC
H. L. Haley, Inf.
O. J. Lolan, AGD
J. C. Lockard, CAC
C. O. Beauchamp, jr., AC
W. R. McCoy, AC
J. G. Marshall, QMC
C. V. Stockwell, jr., FD
H. E. Andrews, AGD
W. F. Mack, QMC
J. E. Norton, QMC
W. F. Melville, jr., Sig C.
A. Eve, jr., QMC
W. D. Schaefer, MAC
T. S. Toppen, OD
K. J. Kindervatter, WAC
A. J. McKee, AC
W. H. Stont, AC
E. A. Mills, Inf.
J. J. Reynolds, jr., Sig C.
J. J. Kozlowski, CAC
H. J. Gillen, MAC
P. Rubin, QMC
L. E. Fencer, Sig C.
A. R. Lipow, AC
J. L. Potter, QMC
A. J. Morin, FA
F. Gagne, AUS
H. Ferreira, Inf.
L. J. Golash, jr., Inf.
J. D. Wood, CE
J. M. Langdon, AC
J. J. Scullary, AC
W. Baker, CMP
P. R. Crowley, TC
W. D. Caskin, Inf.
J. B. Munro, jr., AC
R. J. Harrison, QMC
R. C. Anderson, AC
E. C. Beauregard, AC
J. E. Nolan, Sig C.
A. Arakelian, Inf.
D. M. Orr, CE
F. H. Boyer, CE
C. E. Burrell, QMC
R. M. Nicoll, Sig C.
D. D. McCracen, CE
R. E. Hamilton, Inf.
J. P. Shannahan, FA
C. W. Cooley, Sig C.
W. T. Strudwic, AC
P. W. Peters, CE
W. L. Smith, CE
H. G. Kelnath, FA
J. F. Anderson, AC
J. W. Jechort, Inf.
C. M. Hillstrom, AC
H. E. Carlson, Inf.
H. H. Nasburg, AC
J. T. Oss, MAC
P. M. Hoyme, Inf.
B. B. Boe, CAC
C. A. Gilman, MAC
L. R. Anshus, MAC
L. E. Marqnardt, MAC
L. Q. Moe, AUS
C. J. Gombold, AC
L. A. Mau, Inf.
J. V. Magee, CE
R. M. Moyer, QMC
L. J. Callahan, AUS
E. A. George, AC
V. F. Guymon, Sig. C.
J. A. Field, Sig C
T. L. Aubuchon, Sig C.
R. L. Sullivan, CE
W. G. Hine, Sig C
R. B. Storms, AUS
W. F. Merck, Inf.
G. O. Joyce, AC
R. E. Barrett, Cav.
F. B. Auer, Inf.
T. J. Kiefer, Sig C
H. S. Vaughan, MAC
H. W. Peltola, AUS
W. J. Gerard, FA
O. H. Hallingstad, FA
C. G. Davidson, CE
E. L. Fairbanks, jr., Sig. C.
F. O. Brauer, AC
R. C. Nelson, QMC
K. P. Fleming, FA
M. R. Baker, AC
B. A. Votava, QMC
M. D. Gulley, MAC
C. J. Alevezos, AC
W. W. Smutz, AC
R. M. Graham, QMC
C. F. Van Norman, MAC
L. J. Kenny, OD
R. L. Tinker, WAC
E. M. Patterson, CE
A. I. Fineman, AUS
W. E. Whittington, AGD
W. V. Clayton, jr., CAC
M. Siegel, OD
W. S. Welton, QMC
H. D. Beattie, AC
R. F. Breder, AC
A. L. Vallillo, CAC
W. A. Kolbe, Inf.
J. J. Wade, jr., AC
J. D. Miller, QMC
R. S. DeMott, AC
H. T. Priggs, Sig C.
J. V. Mazza, QMC
W. V. Carroll, jr., Sig C.
E. R. Millar, OD
D. C. MacFarland, QMC
J. H. Goldberg, CE
J. T. Gaynor, QMC
J. A. Price, Inf.
P. J. Welchman, QMC
H. H. Jungkind, MAC
F. J. Moynahan, FA
P. L. Jacobs, QMC
S. H. Shaw, AC
R. G. Bishop, QMC
P. J. Robotti, QMC
A. A. Koch, Inf.
P. C. Klingsmith, jr., Cav.
B. C. Fox, WAC
E. W. Finch, AC
E. E. Ruoff, AC
H. W. Clarke, jr., FA
H. G. O. Lyman, CE
W. Sloane, Inf.
I. L. Smith, Inf.
R. M. Corace, CAC
J. C. Frisino, AC
S. Myerovitz, Inf.
E. L. Moloney, AC
M. Kaskel, QMC
M. Messinger, MAC
E. M. Nazarko, Inf.
J. C. Newhall, CE
R. S. Horton, AC
D. E. Horr, AUS
R. C. Marshack, FA
I. R. Cohen, AC
A. Stern, jr., QMC
L. H. Leigh, AC
J. W. Rachek, QMC
A. P. Trotta, FA
S. R. Skuthan, Inf.
H. Coren, AUS
R. J. Van Caneghan, AUS
H. B. Steinfeld, AC
J. K. Provencial, AC
N. Lehrman, AC
J. H. Shapiro, AC
G. F. Jacoby, CE
R. E. Tompkins, CE
P. E. Samm, CE
A. E. Endres, Sig C.
R. D. Bernheim, OD
J. F. Kiernan, QMC
L. T. Hannahs, QMC
R. G. Gaul, FA
L. W. Mason, CE
C. L. Rieker, FA
J. M. Rabuse, QMC
P. J. Shehan, CMP
C. E. Steinberg, OD
A. G. Boylan, CMP
J. R. Lynch, QMC
M. R. Leidinger, WAC
H. C. Stants, CE
A. J. Birch, CWS
H. Schechter, AC
M. S. Weeden, QMC
G. R. Fredlund, FA
M. Prentice, Sig C.
R. M. Elam, AC
E. C. Sipe, Inf.
S. J. Stern, jr., AUS
M. R. Gibson, jr., AGD
F. S. Smith, jr., AC
A. M. Bjelverud, Inf.
O. J. Thompson, QMC
J. A. Lundi, OD
A. J. Hils, FA
P. Homyk, QMC
J. E. Barr, FA
M. H. Saveland, QMC
W. E. Knight, CAC
S. M. Van Hook, CE
E. C. Christ, FD
A. S. Chunn, CE
M. E. Carmean, MAC
C. R. Maloney, AC
H. E. Shively, AC
H. P. Drake, jr., QMC
G. C. Herron, QMC
R. N. Mark, QMC
C. E. Doneghy, CE
M. E. Tolan, AC
B. L. Schatzley, AC
S. L. Jones, Sig C.
B. E. Goldstein, QMC
G. A. Hopper, FA
W. L. Simon, Cav.
H. J. Bunstine, Inf.
S. S. Simik, AC
G. D. Christy, FA
G. G. Farris, Sig C.
C. A. Ambrister, CE
A. E. Reynolds, MAC
J. R. Durkee, jr., FA
O. H. Jones, CAC
M. C. Norman, Inf.
E. F. Kensok, OD
R. H. Sterling, CAC
J. R. Clark, Inf.
A. E. Irish, CAC
R. T. Iven, AC
L. W. Peters, AC
H. K. Beck, AC
J. D. Beebe, AC
T. G. Walker, CAC
H. W. Webster, AC
H. E. Johnson, FA
J. E. Coogan, Sig C
R. A. Murphy, AC
D. E. Hays, Sig C
M. J. Goodman, AC
J. J. Drennan, FA
P. Riebman, Sig C.
D. M. Brown, Cav.
E. M. Lackey, Inf.
E. Jordan, AC
V. B. Bushey, AC
E. L. Bergnon, OD
R. A. Jackson, CE
H. Nelson, AC
H. L. Hockenberry, CE
H. G. Herold, jr., QMC
H. M. Schott, OD
N. H. Weisler, AC
W. H. Nicholson, OD
S. A. Chamer, AC
C. L. Strausser, MAC
G. D. Schrecongost, AUS
W. L. Paul, jr., CE
G. G. Karanzalis, QMC
C. D. Fassett, QMC
P. F. Huber, Inf.
R. C. Pinker, CAC
J. L. Gaffney, jr., Sig C.
P. M. Hesser, III, QMC
L. M. Strothers, CE
H. Stein, AC
R. M. Reisacher, OD
G. C. Coburn, QMC
K. P. McFarland,
W. J. Cherney, CE
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S. L. Schulz, AC
J. N. Levin, AC
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F. J. Guttilla, Sig C.
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R. C. Higbee, OD
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F. Johnson, AC
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W. E. Hothan, FD
R. C. Lindstrom, AC
L. Nardella, MAC
D. F. Kujawa, Sig C
E. W. Rene, jr., Sig C
P. Locke, TC
F. Z. O'Connor, AC
J. Kernan, AC
L. N. Goldberg, AC
M. Spitzer, AC
J. S. Vas Dias, Sig C
I. Hansen, AC
K. J. Howard, Sig C.
O. Heil, CWS
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D. H. Levin, AC
H. H. White, OD
H. I. Miller, AC
C. D. Yankauer, AC
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H. Groch, MAC
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W. E. Damon, AC
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R. Corey, AC
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A. Masi, OD
S. F. Mullen, OD
J. D. Rogers, AC
E. K. Lominack, AC
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F. A. Peterson, CWS
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R. Balasco, AC
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D. A. Viereg, AC
R. C. Emerson, AC
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W. F. Spinnegan, Sig C
B. B. McBride, MAC
C. A. Palmer, CMP
E. V. Taylor, FA
H. G. Hardin, OD
B. L. Elder, AC
N. C. Shields, ANC
T. Z. Sprott, jr., FD
M. B. Mizelle, ANC
H. B. Carter, ANC
R. F. Colfton, AC
J. B. Gillespie, ANC
V. H. Williams, QMC
C. S. Carpenter, AC
J. W. Kurfees, jr., TC
W. M. Binford, AC
A. A. Katz, OD
E. R. Wender, ANC
C. L. McCamey, OD
W. B. Meinders, AC
A. F. Pfleger, QMC
C. C. Franklin, AC
R. F. Skufca, AC
H. H. Sill, jr., OD
J. A. Langendorf, CE
J. D. Burgess, jr., AC
D. C. Whitworth, AC
V. F. Ayers, ANC
J. H. Pearson, Sig C
J. W. Sheridan, OD
J. M. Hughes, AC
P. D. Yager, AC
J. E. Cahill, OD
G. Miller, OD
E. J. Terry, QMC
E. E. Mead, Cav.
J. W. Smith, OD
R. B. Hall, ANC
B. H. Percifield, AC
J. W. Rohrbaugh, CE
F. D. Keeler, AUS
A. G. Moors, OD
J. J. Maguire, OD
R. F. Neff, AUS
D. W. Knowles, OD
K. F. Gray, jr., AC
G. Gochnauer, AC
R. E. Brown, Inf.
W. A. Moragn, OD
J. R. Lee, AGD
M. G. Hritz, OD
J. C. Young, AC
M. M. Naramore, WAC
E. B. Fisher, ANC
H. I. Feldman, AC
M. M. Flickinger, AC
C. R. Karsnitz, OD
S. J. Neish, ANC
N. F. Baker, QMC
C. A. Kurpiewski, Sig C
A. J. Zimmerman, AUS
S. J. Medoff, AC
J. B. Beckham, AC
A. L. Murray, ANC
F. C. Hack, jr., CAC
A. Nielsen, Inf.
W. E. Sites, AGD
W. F. Christianson, QMC
M. E. Hunter, Inf.
M. Y. Hageman, WAC
C. A. Cobb, CAC
J. S. Neel, AC
I. M. Butcher, AC
T. R. Rebello, Inf.
F. Cave, CMP
A. L. Glantz, AC
R. D. Maddox, CE
N. C. Conklin, CMP
H. A. Weber, CE
M. Suttle, Inf.
L. Shedivetz, MAC
E. H. Merkle, CMP
A. D. Brush, AC
J. P. Slusarz, MAC
M. J. Snell, MAC
W. Morris, Inf.
R. D. Mesek, AC
M. S. Krall, MAC
W. R. Burke, CMP
A. K. Wilson, Inf.
R. R. Wilson, Inf.
W. T. Beeson, CAC
E. W. Adams, MAC
J. A. Buford, CAC
R. L. Flint, AC
C. C. Wilson, AC
H. A. Paxton, jr., AC
J. C. Bynum, jr., AC
J. D. Ivey, CE
W. E. Thomas, MAC
F. L. Bullington, AUS
J. M. Ostanik, MAC
J. E. Hall, FA
P. G. Watters, AUS
G. F. Hails, Inf.
E. B. Rubin, AGD
R. J. Toppen, jr., AGD
P. A. Cline, CAC
E. A. Chavannes, WAC
J. E. Petrakovic, AUS
W. R. Abraham, AUS

(Continued on Next Page)

Army Promotions

(Continued from Preceding Page)

2nd Lt. to 1st Lt.—Cont.

R. W. Hall, AUS
G. Gardner, AC
J. B. Brewer, AUS
C. E. Alford, FA
R. E. Barmeier, MAC
D. D. Meece, Inf.
E. Lyman, CMP
E. Marder, QMC
F. W. Olson, jr., Sig C
R. I. Lawrence, MAC
S. I. Fisher, AUS
J. Galloway, CMP
J. F. Carpenter, AUS
H. E. Holmgren, QMC
J. L. Lies, QMC
L. W. Anderson, QMC
R. Young, ANC
R. S. Collier, QMC
W. E. Cordell, FA
J. C. Kuhlman, AC
R. A. Casey, AC
J. D. Raudabaugh, AC
J. C. Klein, AC
A. Hunt, Inf.
R. G. Nelson, AC
G. E. Beshara, AC
R. C. Paugh, AC
R. E. Ferrell, Inf.
A. N. Randles, OD
E. L. Lewis, AC
C. A. Scherr, AC
G. M. Howard, CWS
F. J. Caputo, Inf.
W. R. Simmermacher, OD
J. H. Mettler, CE
W. J. McSorley, jr., AC
C. A. Mericle, AC
E. L. Smith, ANC
M. A. Lynn, WAC
W. W. Baker, AC
S. E. Chilcoat, ANC
E. E. Nussbaum, ANC
A. E. Szorady, CE
J. J. Dutkowski, CE
W. W. Conklin, jr., AC
P. L. Freppel, OD
C. H. Pidgeon, AC
R. R. Yarov, AC
J. F. Morey, OD
E. F. Casner, AC
F. D. Campbell, AC
R. M. Martin, OD
T. E. Sollenberger, Sig C
C. N. Stout, MAC
J. N. Kopke, Cav
G. F. Eldred, jr., AC
J. A. Montgomery, AC
G. E. Gross, CMP
L. M. Jarmon, MAC
R. B. Willingham, AC
H. P. Vance, TC
L. Menger, ANC
L. L. Lowe, OD
H. L. Turner, jr., OD
R. E. McCain, ANC
E. R. Whisenant, ANC
W. C. Smith, OD
O. I. Franklin, AC
R. H. Norwood, AC
J. F. Odell, AC
R. L. Ward, AC
R. L. Mathers, CWS
R. A. Nordyke, AC
W. W. Pawson, QMC
J. V. Averell, AC
G. W. Eisenhut, AC
E. A. Willis, AC
L. C. Drapeau, Cav.
E. H. Hixon, AC
R. R. Ruland, OD
M. R. Danford, FA
H. R. Mullin, jr., FA
M. W. Frilot, Inf.
L. O. Pruett, FA
E. J. Zayac, MAC
M. J. Klein, ANC
B. T. Johnson, CE
A. Trenchi, AC
R. S. Moran, OD
G. W. Steller, AC
E. G. Goutti, AC
C. R. Turner, jr., AC
A. G. Quandt, jr., AC
E. M. Plumstead, AC
W. L. Davis, ANC
R. Goldstein, AC
A. M. Cunningham, FD
C. F. Simms, AC
C. E. Wood, QMC
J. J. Harris, QMC
J. T. Caulfield, AC
G. L. Muller, WAC
J. M. Brown, WAC
W. E. Kelly, jr., AC
W. J. Cowen, FA
J. R. Brumby, III, AC
C. A. Thackeray, AC
J. L. Smith, AC
R. W. Simpson, AC
T. Hannon, jr., OD
H. Rosenthal, MAC
J. W. Peebles, AC
L. D. Millikan, AC
C. L. McGonigle, AC
W. J. Percival, AC
E. C. Smith, ANC
W. E. Barbour, AC
J. D. Smith, jr., Inf.
W. W. Floyd, CAC
R. B. Belknap, MAC
R. D. Nadeau, FA
C. E. Harris, AC
L. W. Scott, AC
H. G. Sternberg, AC
L. D. Lesh, CWS
M. V. Henkaus, AC
J. P. Naughtin, CE
W. J. Walsh, jr., CE
J. E. Rea, Inf.
W. W. Morgan, Sig C
A. J. Bauer, AC
M. D. Marcus, AC
E. F. Auer, AC
J. P. Supple, AC
J. D. Batman, CWS
T. S. Haapala, ANC
M. G. Rowley, QMC
C. M. Douma, QMC
B. E. Martin, AGD
J. E. Palmquist, AC
E. I. Bruder, AC
T. J. Layden, OD
C. W. Williams, Inf.
H. E. Stingel, MAC
C. E. Young, Inf.
E. L. Petty, ANC
W. P. Voorhees, AC
M. J. Smith, AC
E. F. Allen, WAC
D. J. Wirth, AC
P. L. Fitz, QMC
W. J. Kirby, AC
D. F. Laffey, AC
C. Stewart, ANC
W. B. Hoofstitler, AC
J. H. Hazelrigg, CAC
F. C. Clemons, FA
C. M. Barnes, FA
A. W. Cunningham, AC
M. D. Vaughan, AC
G. T. Keller, jr., OD
E. H. Egli, Sig C
T. L. Rodgers, CE
T. H. Black, AC
R. B. Null, OD
H. Rothman, OD
R. O. Pruitt, OD
B. T. Taylor, Inf.
B. E. Turner, AC
Gail Young, ANC
W. L. Leach, AC
F. G. Kirts, Sig C
E. W. Miles, FA
J. E. Hadley, CE
R. E. Miller, FA
E. M. Ericksen, WAC
F. M. Haley, QMC
H. T. Bates, AC
R. T. Melchior, CKS
R. L. Moore, OD
G. H. Schwartz, AC
J. D. Thomson, AC
G. F. Paulson, AC
J. C. Solko, AC
V. W. Adamek, AC
L. C. Gilman, CWS
M. E. Dellinger, OD
J. J. Roche, FA
M. C. Benson, AC
L. N. Shaffer, FA
K. L. Thomas, Inf.
V. D. Lundstrom
M. W. Butler, AC
W. F. Daniels, Sig C
W. F. Sawyer, AC
J. C. Goode, FA
R. H. Osteen, jr., AC
F. W. Cary, AC
J. E. Poehner, AUS
J. P. Brady, MAC
E. E. Layton, AC
M. H. Jennings, ANC
K. E. Markham, FA
J. Miller, Inf.
J. J. Billeaud, AC
G. W. Sockrider, jr., Inf.
J. F. Devereux, AC
S. E. Richardson, FA
J. H. Elgher, jr.
F. N. Beck, AC
S. R. Gates, OD
I. W. Rich, AC
S. T. Hyman, jr., CE
R. S. Volkman, OD
C. L. Ringgold, CAC
R. Miller, AC
W. F. O'Neill, jr., AC
L. K. Rhodes, jr., AC
W. E. Wootton, FD
J. F. Beecy, Sig C
C. H. Carlson, AC
V. J. DiPetro, CAC
C. Williams, AC
J. J. Capulli, FD
J. C. McNeil, MAC
J. E. Hurley, AC
G. W. Cutler, FA
G. E. O'Toole, CMP
H. H. Pooley, QMC
J. H. Cullen, jr., AC
D. B. Bischoff, AC
S. F. Kaczmarczyk, AC
F. A. Di Pesa, AC
H. F. Weeks, AC
S. S. Gardner, QMC
L. F. Leamy, AC
G. E. Forsythe, AC
C. W. McBride, AC
G. O. Hays, jr., OD
R. D. Evans, MAC
C. C. Garek, CAC
I. D. Derryberry, Inf.
W. A. Culberson, CAC
E. J. Herrmann, MAC
R. M. Kirby, AC
M. I. Rudberg, MAC
D. D. Montgomery, CE
E. F. Smith, AC
M. H. Dewhurst, MAC
P. C. Hoeffner, AC
E. F. Rodriguez, AC
E. Dodier, jr., AGD
J. A. Sharp, CMP
A. J. Aquilina, MAC
C. R. Riggs, Sig C
H. H. Seale, FA
A. C. Linne, CAC
D. T. Lundahl, FA
W. H. Knoth, MAC
W. B. Rosenthal, MAC
L. S. Pruett, AC
H. R. Dice, CAC
C. W. Law, Inf.
M. L. Balch, AC
J. M. Killeen, Inf.
H. E. Ellison, CMP
C. R. Ballard, OD
E. J. Lebon, AC
W. M. Gleeson, QMC
R. E. Davis, QMC
R. G. Quarrier, AC
C. D. Farnsworth, AC
W. H. Bambrick, AUS
J. H. Tradewell, CE
O. M. Johnson, AC
D. K. Nashold, MAC
H. M. Merrill, FA
R. G. Bradley, CE
A. J. Benzing, jr., MAC
H. J. Spika, MAC
T. J. Price, AC
T. W. Wood, jr., AC
J. A. Griffin, jr., AC
A. W. Connally, AC
P. B. Mansfield, Inf.
H. M. Beery, jr., AC
E. L. McNeal, AC
R. M. Powers, CMP
S. Mardian, jr., Sig C
J. Berry, QMC
M. L. Cayot, WAC
R. L. Bottoms, AC
B. Chaskin, AC
M. J. Knight, Inf.
H. F. Wurtz, jr., AC
A. N. Orlin, AC
T. C. Murray, QMC
C. J. Hugh, AC
J. T. Purnell, AGD
R. W. Tunnell, OD
R. E. Berry, QMC
F. W. Mathews, jr., Inf.
H. B. Glube, FD
F. L. Berghoff, CAC
H. G. Meier, AC
J. C. Foster, MAC
W. B. Wolfan, AC
D. A. Keyser, ANC
J. D. Baldwin, AC
H. C. Orrison, Cav.
J. D. Ghiardi, MAC
L. E. Bower, AC
O. W. Brandt, OD
D. C. Hayden, AC
M. R. Gretsch, Sig C
S. C. Wilson, AC
A. A. Rian, AC
V. J. Balder, FA
A. W. Lofberg, CE
J. J. Wooley, QMC
E. A. Lund, Inf.
E. E. Gjerset, CE
C. R. Carlson, AC
D. E. Rye, AC
G. J. Druck, QMC
A. J. Mangstrup, Inf.
D. E. Hunt, AC
C. A. Malone, OD
S. M. Dulin, AC
H. E. Turner, OD
E. A. Kennedy, AC
R. H. Hudson, AC
E. A. Holtzclaw, jr., Inf.
P. B. McCann, CWS
J. M. Bracken, FA
G. R. Morris, AC
H. M. Smith, AC
C. C. Criley, AC
W. C. Potter, AC
L. F. Towers, AC
J. D. Mitchell, jr., Sig C
M. Rolsky, CE
D. F. Engle, AC
C. H. Orf, CAC
L. A. Exner, OD
H. E. Pollack, AC
R. F. Kuechler, AC
R. P. Ellis, QMC
T. S. Beardsley, OD
T. B. Hollyman, AC
L. J. Gregor, AC
A. C. Ekstrom, FA
E. A. Steele, OD
O. L. Tegtmeir, QMC
J. H. Falloon, jr., QMC
J. G. Miller, CE
A. B. Chapek, CE
D. G. Housley, AC
R. H. Conner, FA
B. J. Lenehan, CE
F. P. Jones, Sig C
O. M. Benn, WAC
D. P. Currey, AC
J. J. Kelly, Inf.
E. R. Barton, AC
S. D. Post, jr., AC
A. A. Salter, AC
C. W. Nesbitt, QMC
J. W. Casazza, AC
W. D. June, AC
W. J. Sheldon, AC
C. H. Nuttle, jr., AGD
H. L. Still, Sig C
J. R. Mayhew, Inf.
W. R. Walling, AC
A. S. Warfield, jr., AC
M. Kurzweil, AC
T. J. Robinson, jr., Sig C
K. T. Mayberry, CE
R. G. Todd, Inf.
E. C. Donovan, AC
P. T. Coursen, Inf.
M. F. Kelty, FA
T. A. Roy, Sig C
C. H. Hainfeld, CWS
R. A. Dailey, CE
W. S. Ayres, Sig C
R. D. Walling, AC
R. Egnaczyk, OD
R. W. Miller, MAC
M. J. Mulhern, Sig C
S. Diamond, FA
E. D. Green, jr., Inf.
C. M. George, Inf.
J. W. Kilkenny, FA
W. Hochhauser, AC
R. Etra, AC
S. Kalamer, AC
J. F. Farrell, Inf.
F. A. Relyea, CWS
R. C. Hale, Inf.
A. G. Munkelt, AC
R. Hecht, CWS
H. Miron, Sig C
P. E. Haug, jr., AC
B. Lichtman, Inf.
C. T. Murray, WAC
C. W. Absenger, AC
R. M. Merwin, FA
R. A. Hogan, CE
C. N. Gedraitis, MAC
R. Hall, AC
J. E. Bold, AC
R. B. McCormick, AC
A. I. O'Dell, ANC
M. H. Manchester, Inf.
G. R. Schlemer, Inf.
J. S. Turgeon, CE
J. M. Owens, AC
P. Ramsey, FA
D. F. Davis, FA
F. M. Tomlinson, Inf.
H. F. Pine, OD
N. S. Portenoy, AC
R. D. McConnell, AC
H. Radolf, AC
S. A. Jacobs, MAC
W. J. Metzger, AC
M. Semel, Inf.
Lloyd Muller, AC
T. Mulvehill, AC
B. Sand, AC
R. J. Marquise, QMC
F. A. Mack, MAC
I. Eisdorfer, AC
H. Cantor, AC
B. Zucker, AGD
R. F. Wohlman, QMC
H. J. Roshwald, CWS
J. B. Branche, AC
M. W. Neitlich, AC
J. C. Given, jr., MAC
J. J. Fox, jr., FA
R. J. Berg, CAC
B. H. Chute, AC
F. A. Cooke, AC
E. F. Earle, AC
J. J. O'Haire, OD
C. F. Fitts, AC
F. J. Schmidt, jr., CAC
P. Hemmenway, AC
W. L. Ransom, jr., AC
R. P. Robinson, WAC
H. A. Fredrickson, jr., MAC
R. D. Terry, AC
J. F. Sullivan, jr., AC
J. W. McDonald, AC
P. J. Mahar, AC
J. J. McHugh, jr., CE
J. P. Trinkaus, AC
W. W. Brast, AC
L. L. Gray, CWS
G. J. Sells, CE
D. M. Haischer, Sig C
C. E. Murray, AC
H. M. Davis, AC
H. E. May, jr., QMC
K. G. Thorpe, FA
E. J. Tacchelli, AC
E. E. Staley, OD
L. A. Burns, jr., CAC
F. N. Harris, AC
R. B. Lamb, Inf.
C. A. Schmidt, AC
W. E. Woods, AC
W. M. Shuford, Inf.
E. C. Harrell, WAC
J. C. Cuddington, Sig C
T. L. Johnson, QMC
A. A. Benton, ANC
J. J. Malec, MAC
E. P. Dee, Sig C
E. H. Mitchell, AC
W. J. Flint, jr., AC
R. M. Mullinix, CE
R. L. Jarratt, Inf.
L. M. King, ANC
M. W. Randolph, ANC
C. O. Gunn, jr., AC
R. J. Pierce, OD
E. F. Harlan, ANC
W. G. Campbell, Inf.
R. M. Ulery, Inf.
A. McKash, ANC
G. E. Petrie, TC
D. R. Burns, AC
R. W. Powell, OD
W. J. James, Sig C
F. C. Vetter, AC
C. H. Young, jr., AC
A. P. White, AC
M. E. Davis, ANC
D. E. Thompson, AC
H. V. Andersen, CE
M. H. Ellyson, AC
J. F. Purifoy, QMC
H. Pride, AC
C. Glasgow, WAC
R. J. Rouse, AC
R. Ghent, jr., AC
L. D. Hall, AC
M. K. Udall, AC
J. R. Smith, AC
E. C. Hammer, Sig C
L. M. Hutto, AC
C. F. Fowler, AC
J. D. Albright, Inf.
C. L. Mirgon, AC
S. L. Smyth, jr., CE
D. E. Kleutz, OD
T. A. DeBeal, FA
H. E. Dolezal, CAC
W. W. Prior, jr., AC
C. F. Aguilar, MAC
R. E. Evans, AC
E. S. Sapiro, AC
W. H. Freeman, AC
K. D. Fowble, OD
B. Hoyt, AC
M. W. Jackson, Inf.
J. J. Thompson, OD
H. Thayer, AUS
G. F. Ulrich, AC
F. A. Lindeburg, AC
J. W. Potts, AC
R. M. Balch, AC
A. M. Millings, Inf
R. E. Wilson, FA
M. J. Polley, FA
H. K. Moore, FA
H. L. Armstrong, AC
R. Rice, WAC
W. J. Stilger, Sig C
W. L. Barngrover, OD
D. E. Swanbery, ANC
R. I. Schlenker, ANC
W. R. Lochrie, CAC
D. Crawford, AC
J. M. Clements, AC
G. R. Brindle, TC
R. J. Stephenson, FA
B. D. Miller, AC
A. M. Cauley, WAC
F. R. Kennedy, AC
E. J. Bartoletti, AC
W. B. Shumaker, AC
L. M. Critchfield, ANC
A. E. Noonan, AGD
F. Valeri, CE
J. T. Clemens, ANC
W. G. Bunce, AC
G. R. Walter, Inf
M. Benjamin, ANC
A. I. Baldinger, CAC
H. W. Wanfried, AC
R. E. DeLeonard, QMC
B. H. Budmen, OD
G. H. Jenkins, Inf
R. J. Villa, AC
C. B. McBride, AC
T. G. Simmons, AC
W. A. Ker, CE
C. S. Trenner, AC
J. E. Surrena, OD
A. S. Lorch, QMC
L. M. Boerner, ANC
C. E. Crist, ANC
W. Dail, OD
J. E. O'Hagan, AC
B. L. Fleming, ANC
J. W. Hutchins, FA
T. G. Coyne, FA
J. R. Smith, Inf
J. F. Hartman, AC
A. Babin, jr., FA
L. S. Frankel, FA
R. S. Rambo, CE
E. T. Bierly, AC
F. T. Huck, Sig C
N. M. Hartman, FA
M. H. Greibach, ANC
A. H. Marshall, AC
W. H. Tunison, jr., FA
J. F. Richards, ANC
W. M. Spray, AC
R. C. McCloskey, AC
R. F. Minemoyer, CE
F. J. Catania, AC
J. C. Bjorkbom, jr., CE
R. D. Mann, OD
D. F. Ducey, jr., AC
W. A. Traver, jr., AC
M. A. DeLeo, AC
W. A. Jack, AC
M. J. Kulick, CE
J. S. Shepard, AC
G. F. Jordan, jr., CAC
J. A. Murray, CWS
P. K. McCaskey, Inf
M. Rabinowitz, AC
H. W. Dinkins, Inf
L. N. Henderson, AC
D. E. Boland, Inf
B. H. Clary, AC
S. G. Morrall, OD
L. J. Taylor
E. A. Lavey, AC
J. W. Logan, AC
W. W. Miles, CWS
C. A. Larkin, jr., AC
L. B. Williams, jr., Inf
R. J. Lawrence, AC
L. J. Harvey, AC
J. W. Lanier, jr., CE
N. W. Brandon, AC
T. E. Smith, OD
W. L. Webb, AC
E. L. Bluestein, FA
R. H. Guthridge, Sig C
T. D. Barnes, jr., FA
T. R. Wright, AC
R. W. Sanders, AC
C. W. Yarbrough, CE
J. B. Kouns, AC
J. W. Shore, CE
J. A. Duncan, AC
B. Tunstall, AC
A. F. Korn, AC
W. H. Allen, Cav
L. H. Berg, FA
C. W. Atkinson, FA
C. B. Bardin, jr., AC
B. B. Potthoff, jr., MAC
D. M. Pearce, AC
D. C. Bishop, FA
M. M. Scales, OD
R. E. Goodwin, AC
R. L. Smith, AC
J. W. Reynolds, AC
J. L. Dial, Inf
G. W. Dorries, AC
J. H. VanderWeide, OD
J. P. Hartwig, AC
H. J. Hauschild, jr., CWS
H. J. Layne, AC
J. W. Parham, Inf
V. E. Martin, WAC
J. W. Sanford, AC
D. B. Snow, AC
L. E. Jones, AC
L. S. Manwill, CWS
G. S. Rideout, OD
W. J. Stetson, CE
F. A. Crichton, AC
E. B. Brewster, QMC
W. R. Yonker, Sig C
W. Norfleet, QMC
J. R. Satterfield, jr., AC
H. C. Martin, AC
W. B. Henson, jr., AC
H. D. Jackson, Inf
F. C. Mann, FA
C. C. Boatwright, Inf
A. L. Allen, ANC
N. E. Walls, ANC
H. W. Sigmon, ZC
P. Fox, AC
R. E. Dickson, ANC
M. H. Hennessey, ANC
J. A. Newton, AC
A. L. Mondt, CE
E. F. Ross, WAC
K. K. Cobb, AC
C. A. Leftwich, OD
C. L. Carothers, ANC
W. A. Toler, Inf
F. L. Lester, CWS
W. F. Kuykendall, AC
D. Auvil, AC
J. C. Whiting, AC
C. A. Harbruck, Sig C
A. E. Fittro, OD
D. R. Dean, AC
L. G. Abrams, AC
N. A. Vangsness, Sig C
J. G. Mann, WAC
H. B. Urich, OD
G. C. Roberts, OD
M. E. Groh, WAC
H. E. Olsen, AGD
F. J. Serdahely, AC
G. M. Sauer, OD
C. J. Van Auken, WAC
D. E. Brauer, OD

Awards and Decorations

Distinguished Service Cross

1st Lt. H. E. McPherson, CE, USA, for services in action near Lae, New Guinea, 13, 14 and 15 Sept., 1943.

Col. A. H. Rogers, AC, USA, for services in the Southwest Pacific Area from 1 Dec. 1942 to 10 April, 1943.

Col. C. U. True, AC, USA, for services in action over Rabaul, New Britain, on 18 Oct. 1943.

Col. R. E. Koon, AC, USA, for services in the Southwest Pacific Area from 16 Nov. 1942, to 8 July, 1943.

Col. R. F. Zinzer, Inf., for services in action near Buna, New Guinea, 16 Dec. 1942.

Distinguished Service Medal

Maj. Gen. R. S. Geiger, USMC, for services ae CG, 1st Marine Amphibious Corps during operations on Bougainville Is., BSI, from 9 Nov. to 15 Dec., 1943.

Navy Cross

Lt. Comdr. R. M. Davenport, USN, NC and Gold Star in lieu of 2nd Navy Cross, for services in submarine war patrol in Pacific Area.

Legion of Merit

Col. L. V. Castner, AUS, for services as Deputy Chief of Staff of joint Army-Navy Staff and later as Military Advisor to Comdr. N. Pacific Force preceding and during landing operations on Attu and Kiska Islands.

Capt. Pat Buchanan, USN, for services as Commander of Transports of amphibious force during seizure and occupation of Attu and Kiska Islands.

Capt. R. L. Dennison, USN, for services as Ch. of Staff of Joint Army-Navy Staff and as Chief of Staff to Commander of Amphibious Force during seizure and occupation of Attu and Kiska Islands.

Capt. F. L. Ecteistle, USN, for services as Operations Officer on Staff of Commander North Pacific Forces from May 1942 to Aug. 1943.

Capt. C. C. Hartman, USN, for services as Commander of Destroyer Squadron in the attack on Sicily, 10 to 12 July, 1943.

Capt. J. L. Holloway, jr., USN, for services as Commander of a DD-DE Shakedown Group from March to November, 1943.

Capt. J. E. Murphy, USN, for services as Commander of US transport during amphibious assault upon Sicily, 10 to 12 July, 1943.

Rear Adm. A. W. Radford, USN, for services as Director of Aviation Training, Bu. of Aeronautics, 7 Dec 1941 to 19 April, 1943.

Rear Adm. W. R. Furlong, USN, for services as Acting Commandant and later Commandant of Navy Yard, Pearl Harbor immediately following enemy Japanese action, 7 Dec. 1941.

Capt. J. M. Doyle, USN, for services as staff officer on Staff of Commander Amphibious Force, South Pacific, from 7 Aug. 1942 to 15 July, 1943.

Capt. Chester C. Wood, USN, for services as Operations Officer and Chief of Staff to Commander of a Task Force, Atlntic Fleet, from 29 Sept. 1942, to 5 Nov., 1943.

Comdr. G. L. Huff, USN, for services as Tactical Officer and Asst. Operations Officer on the staff of a Commander of a Task Force and Commander Air, Solomon Islands from 12 Dec. 1942, to 31 March, 1943.

Col. L. G. Loder, CE, for services in Australia.

Silver Star

Comdr. C. R. Adams, USN, for service in action as CO of US Destroyer near New Guinea, 22 Sept., 1944.

Comdr. V. F. Gordinier, USN, for service in action as CO of a US Destroyer off New Georgia Islands 30 June to 13 July, 1943.

Comdr. I. E. Hobbs, USN, for service in action as CO of US warship in the Santa Cruz Islands vicinity, 16 to 21 July, 1943.

Ens. D. E. McGrath, USNR, for service in action while serving aboard the USS Chevalier in the Solomon Island Area, 6 Oct. 1943.

Lt. Comdr. T. B. Dabney, USN, for services in submarine war patrol.

Lt. Comdr. David Zabriskie, jr., USN, for services in submarine war patrol.

Lt. A. Z. Kourt, USNR, for services as member of patrol landed on enemy territory to secure vital information with regard to terrain, strength and disposition of enemy forces.

Capt. J. T. Kelly, jr., MC, for services at Cape Merkus, New Britain, 15 Dec. 1943.

Corp. R. L. Gannaway, Cav., for services at Cape Merkus, New Britain, 15 Dec. 1943.

Pfc. E. R. Monroe, Inf., for services near Tambu Bay, New Guinea, 13 Aug. 1943.

Pvt. L. W. Marcum, Inf., for services near Tambu Bay, New Guinea, 13 Aug. 1943.

•St. Sgt. S. A. Sather, MC, for services on Mt. Tambu, New Guinea, 30 July, 1943.

Pfc. B. F. Charlton, Cav., for services at Camp Merkus, New Britain, 1 Jan. 1944.

Pfc. C. L. Hornbeck, MD, for services on Scout Hill Track, New Guinea, 3 Aug. 1943.

S.Sgt. T. C. Richter, Inf., for services on Mt. Tambu, New Guinea, 30 July, 1943.

Sgt. Donald E. Carlson, Inf., for services near Dot Inlet, New Guinea, 1 Sept., 1943.

•Sgt. E. F. Cook, Inf., for services on Mt. Tambu, New Guinea, 30 July, 1943.

T5 W. J. Powers, MD, services near Ora Bay, New Guinea, 11 April, 1943.

T4 O. J. Irwin, FA, services on Roosevelt Ridge, New Guinea, 27 July, 1943.

Lt. Col. A. B. Roosevelt, Inf., services in action at Dot Inlet and Salamaua, New Guinea, 10 Sept. 1943.

T5 Pius Erck, services at Mt. Tambu, New Guinea, 20 July, 1943.

Capt. J. D. George, Inf., services on Scout Ridge, New Guinea, 31 Aug., 1943.

1st Lt. F. R. Gehring, Inf., for services near Boisi Village, New Guinea, 20 July, 1943.

1st Lt. J. E. McEachern, Inf., services in action at Roosevelt and Scott Hill Ridges, New Guinea, 15 Aug., 1943.

S.Sgt. N. E. Dikeman, Inf., service on Roosevelt Ridge, New Guinea, 29 Aug., 1943.

Lt. Col. R. P. Reeder, jr., Inf., services in the South Pacific Area, 30 Oct., 1942.

Lt. Mary L. Roberts, ANC, for services during long range German artillery attack, 10 Feb., 1944, at Anzio, Italy.

2nd Lt. Rita V. Rourke, ANC, for services during long range German artillery attack, 10 Feb. 1944, at Anzio, Italy.

2nd Lt. Elaine A. Roe, ANC, for services during long range German artillery attack, 10 Feb., 1944, at Anzio, Italy.

Corp. D. C. Lewis, Inf., services near Dot Inlet, New Guinea, 8 Sept. 1943.

•Corp. R. E. Lewis, Inf., for services on Mt. Tambu, New Guinea, 30 July, 1943.

Pfc. G. D. Hernandez, Inf., for services on Mt. Tambu, New Guinea, 19 Aug., 1943.

Pfc. H. E. Miller, FA, for services at Roosevelt Ridge, New Guinea, 30 July, 1943.

Pvt. Larkey Barnes, MD, services in action near Morobe, New Guinea, 9 July, 1943.

Col. W. W. Waters, FA, for services in Troina, Sicily, 31 July, 1943.

Pfc. W. T. Meagher, jr., MD, for services near Dot Inlet, New Guinea, 1 Sept., 1943.

S.Sgt. L. W. Kusek, FA, for services in action in vicinity of El Guettar, Tunisia, 23 March, 1943.

Cpl. Stephen Popa, CE, for services in action near Finschafen, New Guinea, 17 Oct., 1943.

Pvt. Robt. A. Mikkelson, CE, OIC to Silver Star, for services in the Tambu Bay Area., New Guinea, 1 Sept., 1943.

Distinguished Flying Cross

Lt. (jg) R. M. Cork, USN, for services as Commander of patrol plane in action in the Aleutian Island campaign, 1 to 15 July, 1942.

Air Medal

Lt. R. E. Stultz, USN, for services while participating in dangerous night missions while attached to Patrol Squadron Twelve, in Solomon Island Area, 17 Dec., 1942, to 8 May, 1943.

Soldier's Medal

1st Lt. S. E. Douthett, Inf., services in the Southwest Pacific, 11 Nov., 1943.

T4 G. M. Blake, MD, services at Queensland, Australia, 28 Nov., 1943.

1st Lt. J. G. Bradbeer, USMC, for services at New Britain during period from 25 Sept. to 6 Oct., 1943.

T4 L. F. Nordle, CE, services near Lae, New Guinea, 15 Nov., 1943.

S.Sgt. J. C. Sidore, CE, for services in Alaska, while engaged in dock construction, 30 Oct., 1943.

1st Lt. D. P. Gambill, Inf., services in New Britain during period from 25 Sept. to 5 Oct., 1943.

T4 W. F. Showen, for services at Queensland, Australia, 5 Nov., 1943.

•Lt. Col. W. E. Dyess, AC, for crash landing his plane in order to avoid hitting civil-

(Continued on Next Page)

Financial Digest

The relations of the President and Congress were badly strained this week when in a sensational speech Senator Barkley, of Kentucky, assailed the President's veto message on the tax bill, declared it impugned the integrity of every member of Congress, and resigned the majority leadership of the Senate. His ire particularly was addressed to the sentence in the message, which described the measure as being for the benefit of the greedy rather than for the needy. When informed of the Kentuckian's impassioned remarks, and the enthusiastic response of the vast majority thereto, and the determination of the Democrats to accept the resignation and reelect him as leader, the President wrote to "Dear Alben," asserting that he had not intended to reflect upon the integrity of any member, that he had miscalculated the convictions of the Senate leader, and that he earnestly hoped his resignation would be rejected, or if accepted, would be followed immediately by his reelection. In the House there was a similar scene. Chairman Doughton of the Ways and Means Committee, assailed the veto message, asserted, as had Mr. Barkley, that the President had been badly advised—the Senator used the word "dishonestly"—told of the responsibility of Congress under the constitution in laying taxes, quoted the President in effect as saying "if you will accept my dictation and abdicate your responsibility, I'll approve what you do" and urged that the veto be overridden. On the following day, the Senate Democrats unanimously reelected Mr. Barkley as majority leader, and the House, 299 to 95, rejected the veto. Labor unions, which will have to make returns under the bill, flooded Congress with telegrams urging that the veto be sustained. As we go to press, the Senate is voting, and polls which have been made show that its action will be that of the lower Chamber.

The immediate effect of Senator Barkley's speech upon the stock market was a rise in the prices of stocks. This undoubtedly was due to investors' belief that Congress would pass the tax bill over the President's veto, thereby fixing the increase in taxes at $2.350 billions, or one fourth of what the President asked. There was also comment upon the prospect that hereafter Senator Barkley would act as the leader of the Senate instead of the President's spokesman; that from now on Congress would act as an equal branch of the Government, and deal with Roosevelt measures on the basis of independence; that the vast majority of the Democrats would defend their acts in their home states and districts, which would affect the President's chances for reelection for a fourth term, and that Republican prospects for the control of the Presidency and Congress are greatly improved. There seems to be little doubt now that Congress will refuse to pass a federal voting ballot for the troops, but will insist that the Constitutional provision for State control of voting be observed.

Awards and Decorations

(*Continued from Preceding Page*)

ians on 22 Dec., 1943.

Award of Soldier's Medal to the following for the rescue of injured persons from a burning ammunition barge in Sicily:

Capt. S. P. Durr, MC; Corp. R. M. Preston; Pfc. J. A. Dobrinski; Pfc. F. J. McGowan, jr.; and Pvt. Hubert Messenger.

Navy and Marine Corps Medal

Comdr. J. W. Leverton, jr., for services as CO of the USS Wasmuth, which was destroyed during a storm in Aleutian waters 27 Dec., 1942.

Four enlisted men of the US Navy who risked their lives to rescue men trapped by fire on a British warship have each been awarded a Navy and Marine Corps medal and also commended by the British.

SF2c W. E. Kull, USN; PMlc E. B. Harris, USNR; MSlc W. M. Bone, USN, and SF1c A. W. Mortenson, USN.

*Posthumous award.

Wearing of Mackinaw

Certain enlisted personnel of the Army are issued the mackinaw coat in lieu of the long overcoat and may wear it while on pass or furlough. With the exception of such specific cases the mackinaw is not authorized for wear on pass or furlough.

FINANCE ⊠ MERCHANT MARINE

Letters to the Editor

Ribbons For Overseas Visits

Editor, ARMY AND NAVY JOURNAL:

The comments of "Overseas" in your 12 Feb. issue regarding the wearing of theater ribbons by War Department officers who merely passed through a theater of operations, will meet with general approval by those who have served months and years overseas to entitle them to the same mark of distinction. Certainly there is no comparison between a ribbon gained as the result of a hurried trip as an observer, and one backed by long service. It is incomprehensible that one would desire to wear a theater ribbon gained under the former conditions. Apparently the desire is to give the impression of being a veteran of our wide-flung battle fronts.

In order to differentiate between the individual who qualified for his ribbon in a hurry and under pleasant conditions, and the one who required months and years to attain the same goal, I heartily agree with "Overseas" that overseas chevrons of the same type as World War I should be authorized. The award should be restricted solely to those who served overseas between specified dates either as a member of a regularly constituted activity, or as a bona fide replacement in an overseas theater. This would apprise all and sundry that a galaxy of color across one's chest without at least one overseas chevron, meant nothing more than a trip at Government expense.

SOUTH PACIFIC.

—o—

Retired Naval Officers

Editor, ARMY AND NAVY JOURNAL:

Retired naval officers on active duty, with the exception of a few isolated cases, are the Forgotten Men. In the matter of promotion, we have seen youngsters about ten years out of the Naval Academy advanced to Commanders, Reserves who in 1940 were lieutenants now captains; enlisted men in 1941 now commanders, yet very capable and experienced retired officers on active duty who have not been given a single promotion in three years.

We wonder why?

A RETIRED NAVAL OFFICER ON ACTIVE DUTY.

—o—

Army Insignia

Editor, ARMY AND NAVY JOURNAL:

The experience of explaining to so many civilians, foreign and domestic, even other branches of our own services that an eagle on the shoulder signified I was a colonel; the annoyance of the hat check girls cutting their fingers on the wings; and the rips in my overcoat lining have given me the urge to start a campaign for intelligent insignia.

There is another insignia of rank which is very confusing, i.e., that of the difference between lieutenant colonel and major. Once it was an oak leaf and a maple leaf; now it is the same for both. Also there is great wonder on the part of civilians why silver should be higher than gold.

Following the original sequence of using symbols from the tree to the sky, submit the following suggested changes and hope that this letter might invoke some interest;

1. To change all silver insignia to gold—warrant officer to general. Silver insignia has a tinny look.

2. To make all insignia with a thicker edge and enamel the edge black so that it will stand out and be flush with cloth. I believe that black and gold will have a more dignified appearance.

3. To change the Warrant officer insignia to a gold W. 2nd Lieutenant remain one gold bar. Black trim edge. 1st Lieutenant change to two gold bars. Black trim edge. Captain, change to three gold bars. Black trim edge. Major, remain gold leaf. Black trim edge.

4. In keeping with old system of sequence to change the Lieutenant Colonel's insignia to a gold crescent moon.

5. As in above to change the Colonel's insignia to a slightly rounded gold full moon with black trimmed edge.

Of course it would be impossible to change it during the War but this series of changes could be effected after it. Even the General stars could be changed to gold with black trimmed edges. Let's see what the Army thinks of it.

Colonel

Calendar of Legislation

ACTION ON LEGISLATION

S.1386. Making it a misdemeanor to stow away on an aircraft. Reported by House Committee on Interstate and Foreign Commerce. Passed by House. To President.

S.1633. Amends existing law by approving transfer of student nurses, and the providing of uniforms and insignia for them. Reported by House Committee on Interstate and Foreign Commerce. Passed by House. To President.

S.413. Provides for enlarging Arlington National Cemetery. Reported by House Military Committee.

S.771. Provides that personnel receiving retired pay or eligible to receive retired pay may waive it to accept pension or compensation, and thereafter may waive receipt of pension or compensation in order to accept retired pay. Reported by House Military Committee.

S.1528. To refund to Col. Anderson F. Pitts the sum paid by him from personal funds in settlement of accounts of a service club at Battle Creek, Mich. Signed by President.

S.872. To appoint Frank T. Hines a brigadier general. To conference.

H.R.3760. Authorizes the President to present a DSM to Gen. Thomas Holcomb. Signed by President.

H.R.3763. Approves dual payment to former postal employees who were on postoffice duty while on furlough from the Army. Passed by House.

H.R.2350. Increasing pensions of Spanish-American War veterans. House agreed to Senate amendment. To President.

H.R.1675. Provides that enlisted men and warrant officers heretofore or hereafter retired who served beyond the continental limits of the U. S. between 1898 and 1912, such service having been computed as double time, shall be entitled to receive the maximum pay now provided for the grade in which they were retired. Reported by House Military Committee.

H.R.3943. Provides that the teacher of music at the Military Academy shall receive the pay of a captain instead of that of the third pay period. Reported by House Military Committee.

H.R.3329. To reimburse Lt. Col. Charles H. Morhouse for the value of an automobile expropriated by the Army on Bataan, 14 Jan. 1942. Signed by President.

H.R.3605. To reimburse Navy and ex-Navy personnel for personal property destroyed by fire on Long Island, Alaska, 26 Dec. 1942 and 26 May 1943. Signed by President.

H.R.3606. To reimburse Navy and ex-Navy personnel for personal property destroyed by fire at Degaussing Branch of the Norfolk Navy Yard, 4 Dec. 1942. Signed by President.

H.R.3607. To reimburse Navy and ex-Navy personnel for personal property destroyed by fire at Camp Bradford, Norfolk, Va., 15 Mar. 1943. Signed by President.

H.R.1488. Granting an easement for an oil pipe line over the Ogden Ordnance Depot Military Reservation. Reported by Senate Military Committee.

S.J.Res.77. To establish a Board of Visitors for the U. S. Merchant Marine Academy. Reported by House Committee on the Merchant Marine and Fisheries.

S.1668. Authorizes additional appropriation for ship repair facilities for the Navy. Reported by House Naval Committee.

BILLS INTRODUCED

H.R.4216. Rep. Rivers, S. C. To establish a Dental Department in the Navy's Bureau of Medicine and Surgery.

H.R.4218. Rep. Bolton, Ohio. Provides for the wearing of wound and war-service chevrons by members of the land and naval forces.

H.R.4219. Rep. Costello, Calif. Provides for the appointment of female pilots and aviation cadets in the Army Air Forces.

H.R.4237. Rep. Poulson, Calif. Provides that Naval Reserve officers who are graduates of Naval Reserve officers' training schools, such as the U-7 Schools, shall be eligible for regular Navy commissions under the same conditions as those who were members of the Naval Reserve Officers' Training Corps prior to being commissioned.

S.1735. Sen. Walsh, Mass. Amends present law to facilitate disposition of vessels captured during the war.

Chevron Legislation

Representative Bolton, Ohio, has introduced H.R. 4218, a bill which specifies the types of chevrons that are to be worn by veterans of the present war. Each member of the land or naval forces is to be furnished and authorized to wear one wound chevron for each enemy-caused wound. Only one is to be furnished for two or more wounds received at the same instant.

Service chevrons will consist of a gold-service type for each 6 months service in Alaska or outside the continental limits of the U. S., and a sky-blue type for service of less than 6 months in Alaska or outside the continental limits of the U. S.

Merchant Marine

Proposals are being solicited by the Maritime Commission from United States citizens for the acquisition and use of modern American vessels and the use of such tonnage in post-war long-term operation between United States North Atlantic ports and ports in the Netherlands and Belgium.

In making the announcement, the commission stated that careful consideration would be given to all plans submitted relating to the acquisition of modern U. S. tonnage and its operation over this route as an essential long-range trade plan.

Begin Book Drive

Campaign for 500,000 books for merchant seamen in 1944 has been begun by the American Merchant Marine Library Association. Contributors are asked to mail books to the nearest of the following offices: 45 Broadway, New York 6, N. Y.; Municipal Recreation Pier, Foot of Broadway, Baltimore 31, Md.; Dock Board Tool House, Poydras and River Streets, New Orleans 13, La.; 408 Atlantic Ave., Boston 10, Mass.; Pier 4 South, foot of Chestnut St., Philadelphia 7, Pa.; 105 Embarcadero, San Francisco 11, Calif.; Old Weather Bureau Bldg., Sault Ste. Marie, Mich., and 406 Plume St., Norfolk 10, Va.

Public Relations Head Leaves

Mark O'Dea, director of public relations for the Maritime Commission and the War Shipping Administration since August, 1941, has submitted his recommendation to Rear Adm. Emory S. Land, USN-Ret.

Accepting the resignation, Admiral Land stated: "I think your satisfaction should come from the knowledge that during this period the public has gained a new conception of the American Merchant Marine and that your 31 months of service have been a fruitful contribution to the war effort."

Prior to coming to Washington, Mr. O'Dea was president of O'Dea, Sheldon and Company, New York advertising agency, and before organizing his own agency with Lord and Thomas.

Contribute to Sagas of Sea

Recent torpedoing and sinking of the Liberty Ship Melville E. Stone in the Caribbean Sea produced a number of acts of personal heroism by members of her crew.

Capt. Lawrence J. Gallagher, master of the Melville E. Stone, refused to take time to don a life-preserver as he directed abandon ship operations, and went down with the rapidly sinking ship.

Only one lifeboat was got away without damage, and a davit on the sinking vessel struck her, capsizing her and staving a large hole in her side. All the occupants were drawn under, but when the boat returned to the surface, keel up, a score of men were able to climb aboard.

The radio operator, Peter A. Carrier, remained at his station sending SOS until he went down with his ship. Fireman William Wehrman swam around in the wreckage, rescuing a number of wounded men. A civilian passenger, John M. Atkinson, held Lt. (jg) Ernest Edward Tucker, armed guard commander, above surface until the officer could be pulled into a boat. Navy seaman Claude E. Wayman suffered a broken arm when he, single-handed, fired the forward gun at the surfaced submarine.

Planes summoned by the SOS brought a subchaser to the scene to rescue the survivors. Sixteen lives were lost.

68th Armored FA Bn. Cited

The 68th Armored Field Artillery Battalion, 1st Armored Division, has been awarded battle honors for conspicuous gallantry during the Tunisian campaign.

The action for which the citation was awarded took place 15, 16 and 17 Feb. 1943, during the withdrawal from Faid Pass, Sidi bou Zid, Sbeitla and Kasserine. Covering the withdrawal through Kasserine Pass, the battalion, through its direct fire slowed the enemy advance and made possible the successful retirement of hundreds of men and the salvage of equipment which otherwise would have fallen to the enemy.

BUY WAR BONDS!

Flag Officers of the Navy

High ranking naval officers who appeared before the House Naval Affairs Committee this week to seek the enactment of legislation setting up the rank of "Admiral of the Navy" (two grades higher than the present highest rank), told the committee that the Navy now has six full admirals, plus nine retired admirals recalled to active duty; 21 vice admirals, plus nine vice admirals recalled to active duty; 158 rear admirals plus 32 rear admirals recalled to active duty, and 29 commodores.

Following is a lineal list of flag officers of the line of the Navy, active list. Being made up as of 8 Feb. 1944, it does not include the advancement of Vice Adm. R. A. Spruance and others nominated since that date:

1. The lineal positions of flag officers, U. S. Navy, of the line, active list, as of this date, are listed below for information and guidance:

Admirals

H. R. Stark	R. E. Ingersoll
E. J. King	W. F. Halsey, jr.
C. W. Nimitz	

Vice Admirals

R. L. Ghormley	A. H. Van Keuren
S. M. Robinson	W. S. Anderson
W. L. Calhoun	R. W. Ryden
J. H. Ingram	D. McD. Le Breton
F. J. Horne	H. S. Howard
J. W. Greenslade	D. W. Bagley
F. J. Fletcher	O. L. Cox
R. S. Edwards	W. R. Furlong
Alexander Sharp	H. G. Bowen
J. H. Towers	W. L. Friedell
H. K. Hewitt	A. "J" Chantry, jr.
A. W. Fitch	Leigh Noyes
R. A. Spruance	M. F. Draemel
W. A. Glassford	F. L. Reichmuth
T. C. Kinkaid	S. A. Taffinder
A. B. Cook	R. A. Theobald
J. S. McCain	F. X. Gygax
P. N. L. Bellinger	C. A. Dunn.
C. A. Lockwood, jr.	Thomas Withers
J. H. Newton	Bryson Bruce
H. F. Leary	Randall Jacobs
W. S. Pye	J. H. Hoover
E. J. Marquart	E. D. McWhorter
G. J. Rowcliff	W. S. Farber
Wilson Brown	

Rear Admirals

R. C. Giffen	R. E. Schuirmann
R. K. Turner	F. E. M. Whiting
A. S. Carpender	W. H. P. Blandy
W. R. Munroe	A. E. Montgomery
J. A. Furer	J. C. Jones, jr.
C. W. Fisher, jr.	D. E. Barbey
C. A. Jones	J. L. Hall, jr.
A. M. Charlton	A. G. Robinson
J. J. Broshek	L. H. Thebaud
S. M. Kraus	J. R. Redman
J. M. Irish	W. K. Harrill
F. W. Rockwell	C. E. Rosendahl
E. G. Allen	R. L. Conolly
J. L. Kauffman	W. DuP. Baker
J. F. Shafroth, jr.	L. D. McCormick
J. R. Beardall	A. C. Davis
W. A. Lee, jr.	F. D. Wagner
W. R. Purnell	F. S. Low
T. S. Wilkinson	W. K. Kilpatrick
W. W. Smith	F. A. Braisted
O. M. Hustvedt	E. L. Gunther
Jules James	S. S. Lewis
H. T. Smith	G. L. Weyler
A. D. Bernhard	E. W. Hanson
A. G. Kirk	F. J. Lowry
Monroe Kelly	E. G. Small
F. A. Daubin	T. L. Gatch
J. B. Oldendorf	A. S. Merrill
C. E. Van Hook	I. C. Sowell
C. M. Cooke, jr.	G. R. Davis
C. L. Brand	L. T. DuBose
L. A. Davidson	C. F. Bryant
D. B. Beary	G. B. Wilson
W. L. Ainsworth	C. H. Jones
C. A. Pownall	R. O. Davis
M. A. Mitscher	L. J. Wiltse
R. M. Griffin	A. D. Struble
A. C. Read	T. E. Chandler
C. W. Crosse	E. L. Cochrane
H. L. Vickery	E. W. Mills
H. C. Train	R. W. Christie
F. C. Sherman	H. M. Mullinnix
H. W. Hill	R. E. Davison
R. H. Bieri	D. P. Moon
O. C. Badger	R. S. Berkey
R. F. Wood	O. B. Hardison
J. W. Reeves, jr.	W. M. Fechteler
G. D. Murray	G. F. Bogan
O. M. Read	R. B. Carney
H. F. Kingman	A. W. Radford
C. H. Cobb	S. P. Ginder
C. H. McMorris	V. H. Ragsdale
M. L. Dyer	John Wilkes
E. M. Pace, jr.	C. T. Durgin
C. S. Gillette	J. D. Price
S. S. Kennedy	A. C. McFall
H. H. Good	H. B. Sallada
C. H. Wright	F. P. Sherman
A. C. Bennett	J. J. Ballentine
M. S. Tisdale	H. S. Kendall
G. H. Fort	G. F. Hussey, jr.
Elliott Buckmaster	C. E. Olsen
W. S. DeLany	L. B. Richardson
L. E. Denfeld	W. A. Kitts, 3rd
C. P. Mason	F. L. Lowe
DeW. C. Ramsey	F. G. Crisp

Commodores

Oscar Smith	C. C. Baughman
L. P. Johnson	B. V. McCandlish
R. G. Conan	G. H. Mills
L. F. Reifsnider	W. M. Quigley
R. S. Wentworth	W. B. Phillips
C. M. Yates	James Fife, jr.
E. J. Foy	S. D. Jupp
W. A. Sullivan	B. J. Rodgers
E. J. Moran	H. W. Ziroli
G. E. Short	W. H. Hamilton
L. E. Gehres	J. E. Boak
T. S. Combs	G. R. Henderson
S. A. Clement	

BUY WAR BONDS!

Marines Out-shoot USMA Cadets

Still undefeated, the Quantico Marine Pistol Team retained its perfect record by defeating the United States Military Academy Pistol Team from West Point, New York, 1377 to 1365 in a hotly-contested regulation Postal Match held on 18 Feb.

The match was held in answer to a challenge received from the Military Academy's Varsity Team. It was shot on the regular fifty-foot indoor course with the .22 Caliber Pistol.

Acting as Captain for the West Point team was Col. L. C. Jones, Director of Athletics at West Point. Shooting for the Academy was F. W. Robinson, W. L. Dondanville, D. H. Thomas, J. C. Wayne, F. J. Keifer, and officiating was Lt. Col. C. F. Leonard.

Maj. William J. Holloway was team captain for the Quantico Marines and Warrant Officer C. A. Brown acted as team coach. Shooting for the Marines was Warrant Officer C. A. Brown, 1st Lt. T. E. Barrier, Sgt. D. T. Dalton, G. Sgt. R. F. Rice, and Pl. Sgt. E. C. Zimmer. Maj. Cleatus R. Drake, USA, was the official referee.

Ten men from each team competed and the five highest scores of each were submitted for the final score.

The Quantico Marine Pistol Team went to Charlotte, N. C., on 19 Feb., and not only won the tournament, but broke two world's records bringing home the heavy end of the medals and trophies.

Captained by Maj. William J. Holloway, USMC, and coached by Warrant Officer C. A. Brown, USMCR, the Marine Team broke four of the existing records for the Charlotte In-door Range. Of sixty-three medals awarded, the Marines from Quantico won forty, and annexed all of the trophies.

In the first match, twenty shots, slow fire, at twenty-five yards, Warrant Officer Brown and Platoon Sergeant E. C. Zimmer of Quantico, established a new world's record of 198 out of a possible 200.

The third match, slow fire, twenty shots, found Quantico Marine Gunnery Sergeant R. F. Rice estaglishing a new Military Record of 188 out of a possible 200 which tied the world's record.

Match Six was the Charlotte Hardware Trophy Match; ten shots at slow fire, ten shots, time fire, and ten shots rapid fire. First Lieutenant T. E. Barrier of Quantico, set a new World's and Military Record with a score of 294 out of a possible 300.

As a climax to the Charlotte Meet, Quantico Marine First Lieutenant T. E. Barrier won the North Carolina State Pistol Championship.

The .22 Caliber weapon was used in the Pistol Meet.

New Navy Plane

The Martin JRM-1, production version of the 70-ton Mars, will be even larger and more efficient than the prototype now in service in the Pacific. Twenty of the huge aerial freighters will be built for the Naval Air Transport Service.

External changes on the new production model will include substitution of a single rudder tail for the twin rudder tail on the prototype, lengthening of both the bow and second step by four feet to provide added cargo space, and the enlargement and redesign of both main and rear cargo hatches.

While primarily designed for cargo carrying, the JRM-1 has built in fittings which will permit its instant conversion into a hospital ship, a passenger transport or a troop carrier. In the first category it will accommodate 84 litter cases with 25 attendants; in the second, 50 passengers in reclining chairs, all on the lower deck; and in the third, 132 troops, all seated. As a cargo carrier the JRM-1 will have ample space for seven jeeps and even greater numbers of field guns or aircraft engines.

Report Admiral Turner's Nomination

The nomination of Rear Adm. Richmond K. Turner, USN, commander Amphibious Force, Central Pacific, to be vice admiral, temporary, has been reported to the Senate by Chairman Walsh of the Senate Naval Affairs Committee.

Marine Uniform Changes

Changes in Marine Corps uniform regulations announced this week include a modification of the first Sergeant's chevrons to include a lozenge between the bars and the arcs, as is provided in the Army; new insignia for warrant officers and commissioned warrant officers; provision of a muffler for wear by officers with their overcoats, of the same color as the overcoat; authorization for wear of a modification of the Army's new double-lined trench coat, and authorization of a blue cloth belt to be worn by officers at their option with the blue dress coat in lieu of the present Sam Browne belt.

With the abolition of special warrant titles by recent legislation, all commissioned warrants will wear one gold bar, broken across the center with a scarlet enamel stripe one-quarter inch wide. For shoulder straps, the bar will be smooth, curved, no bevel, and have clasp, pin, or screw, or clutch fastener; bar to be one and one-eighth inches long and three-eighths inch wide, scarlet enamel stripe one-quarter inch wide, measuring with long axis of bar; for garrison cap and collar of cotton and flannel shirts, bar to be flat with medal and enamel approximately 5/8's of foregoing dimensions. Warrant officers will wear the same bar with a one-eighth inch wide scarlet bar.

The wearing of the citation device for organizations cited in War Department General Orders is authorized, such citation device to be worn on the left breast between personal decoration ribbons and service medal ribbons, except that when medals are worn on the uniform, the device will be worn on the right breast above the pocket flap.

Investigate Report on Rifle

The Ordnance Department, War Department, stated this week that further investigation will be made of a report by a Marine Corps correspondent of an incident in which the Garand rifle, generally considered one of the most rugged of weapons, failed after immersion in sea water.

The story, relating experiences on Namur Island was released this week by the Navy Department. It was written by Sgt. Charles R. Vandergrift, USMC, one of three survivors of a 20-man demolition team which went ashore armed with flame throwers, dynamite charges, Browning Automatic Rifles, grenades, Garand rifles and carbines.

Sergeant Vandergrift relates:

"Each of my two companions had a BAR and a Garand. One of the BAR's and both of the regular infantry rifles had been doused in the landing and refused to operate. I was able to fire my carbine only by pounding the side lever open and shut with the handle of my hunting knife."

Army Ordnance officials, prior to further investigation, expressed themselves as puzzled by the account and stated that previous reports of the weapon's use in commando operations have been favorable.

Suspend Airmen from Fleet

Due to the urgent and immediate needs of Naval personnel in general service, personnel required for flight training from enlisted sources as outlined in Enclosure "A" to Bureau of Naval Personnel Circular Letter No. 149-43, dated 11 Aug. 1943, will not be ordered to flight training after expiration of quotas for 17 Feb. 1944.

For the period subsequent to 30 June 1944 quotas will be issued which will include the numbers which normally would have entered flight training during March, April, May and June.

Although the flow of enlisted men into flight training from the fleet will be thus suspended for four months, there will be no curtailment in the aviation program since the deficit will be obtained by transfer of a number of students in the V-12 program.

Will Filed

The will of Miss Candace C. Stimson, filed this week in New York, revealed that she left to her brother, the present Secretary of War, $100,000 and the furnishings of her apartment. The bulk of her estate was bequeathed as a memorial to their father, the late Dr. Lewis Atterbury Stimson.

Principles of Military Government

Policies to govern Army and Navy administration of civil affairs in territories occupied by armed forces of the United States, are embodied in a recently published manual of Military Government and Civil Affairs.

It is stated that restraint and control of civilian populations shall be no greater than is necessary to insure the success of military operations.

An introduction to the manual over the signatures of General George C. Marshall, Chief of Staff, U. S. Army, and Admiral Ernest J. King, Commander in Chief, U. S. Fleet, and Chief of Naval Operations, reads in part:

"The principles and basic policies laid down . . . should be followed in their broad lines unless special circumstances dictate otherwise. As to minor policies and details of execution, however, commanding officers are not only permitted but expected to depart from what is directed herein, so far as may be necessary in order that the plan of military government in any area may suit the people, the country, the time, and be integrated with military operations."

Pointing out that "the efficient conduct of a military government as a part of one military operation will promote military and political objectives in connection with future operations," the document lists the objects of military control, which are to abet military operations, further national policies, and fulfill the obligations of occupying forces under international law.

Responsibility for the exercise of control over civil affairs is vested in the military command in each instance, whether the commander is an Army or Navy officer, as is "supreme legislative, executive, and judicial authority, limited only by the laws and customs of war and by directives from higher authority."

Since, however, the paramount interest of the combat officer is in military operations, a civil affairs officer is designated to deal with civilian relationships of concern to the commander. It is the latter's responsibility to determine whether interference with military operations will result from the restoration of law and order, the return of certain civilian facilities and services and the restoration of living conditions to normal, insofar as possible.

Honor General Holcomb

Special mention of the far-sighted policy of General Thomas Holcomb in pushing the development of amphibious operations and aviation in the Marine Corps was made by Assistant Secretary of the Navy Gates 17 Feb. at a dinner in Wilmington, Dela. The dinner was given by the civic, service, and veteran organizations in honor of General Holcomb and his work as commandant of the Marine Corps.

Secretary Gates said:

"Every American has reason to be deeply grateful to General Holcomb, for during the twenty years before this war, while the vast majority of us were occupied in peacetime pursuits, he was assiduously studying, and experimenting with, the problems of amphibious warfare. It was in large measure through his far-sighted efforts that, when this war came to us, the Marine Corps was ready to lead the way in amphibious operations. His principles for the Marine Corps served as a guiding text for all branches of the armed forces.

"As an air man, I wish to pay additional tribute to General Holcomb for his quickness to see, and take advantage of, the values of air power—witness the accomplishments of Marine Aviation from the very first fighting at Wake and Midway to the present day. It was at his direction that these lines of the Marines' Hymn: 'We fight our country's battles on the land as on the sea,' were changed to: 'We fight our country's battles in the air, on land, and sea.' He has appointed an aviator, General Geiger, in command of all the Marine Forces in the South Pacific—land as well as air."

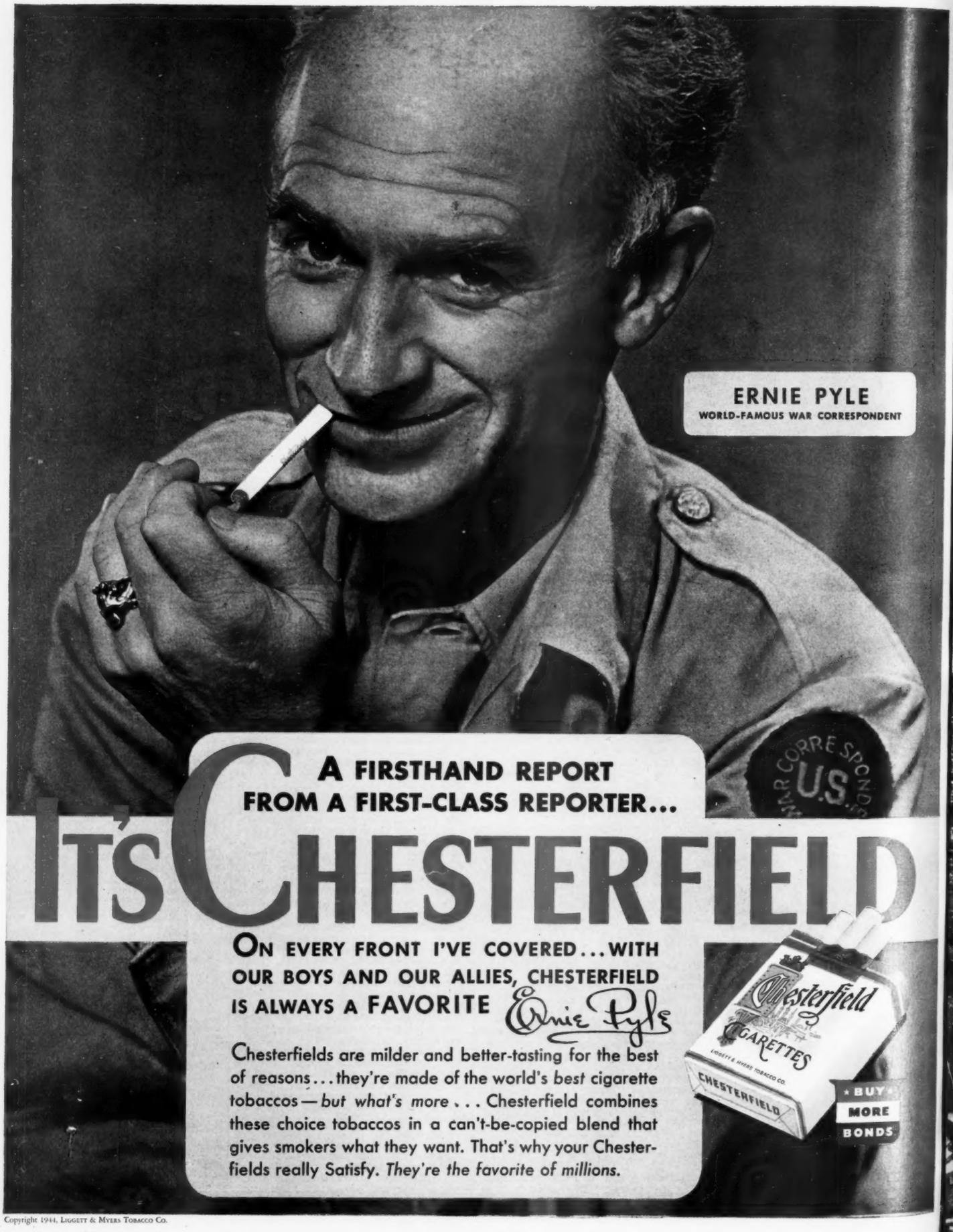
General Holcomb, in his response, paid high tribute to the team work which has marked the action of our Armed Forces.

Campaign Medals

A compilation of the various announcements concerning campaign medals for the current war has been made by the War Department and published in Circular No. 62.

Income Tax Rules

The Navy Department's Bureau of Supplies and Accounts has issued a pamphlet on special income tax rules for members of the Armed Forces, dated 14 Feb.



A FIRSTHAND REPORT
FROM A FIRST-CLASS REPORTER...

IT'S CHESTERFIELD

ON EVERY FRONT I'VE COVERED...WITH OUR BOYS AND OUR ALLIES, CHESTERFIELD IS ALWAYS A FAVORITE *Ernie Pyle*

Chesterfields are milder and better-tasting for the best of reasons...they're made of the world's *best* cigarette tobaccos—*but what's more*... Chesterfield combines these choice tobaccos in a can't-be-copied blend that gives smokers what they want. That's why your Chesterfields really Satisfy. *They're the favorite of millions.*

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UNITED STATES AT WAR

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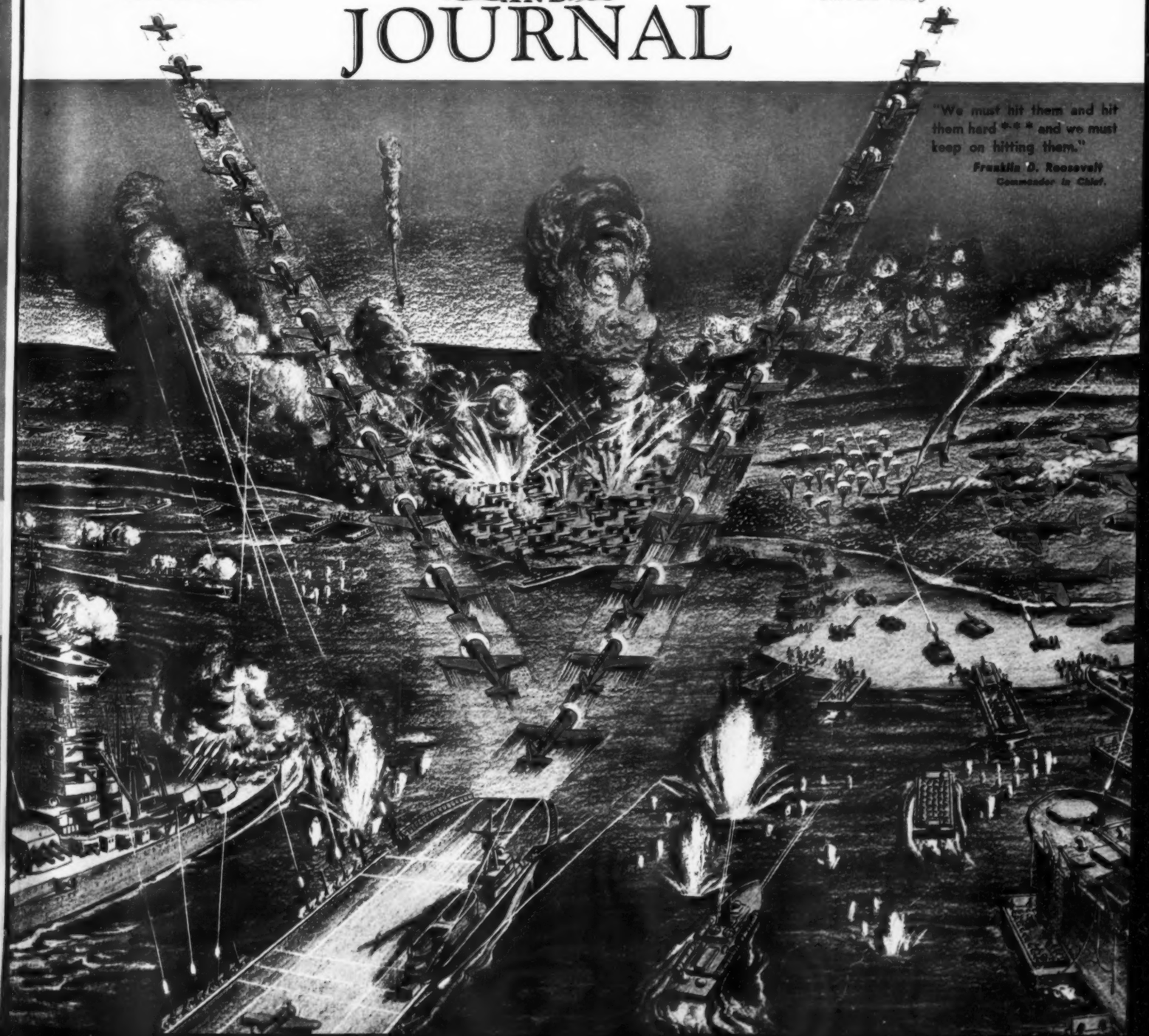
THE GAZETTE OF THE LAND SEA AND AIR

SPOKESMAN OF THE SERVICES SINCE 1863



Reunion in America

. . . that's one thing we're working and fighting for!

Christmas furlough, 1943 . . . a little fellow he's never seen . . . such a lot of living to be crowded into precious days, then off again.

Ask this man, *any* man, what he's fighting for.

Ask Joe, who's done "bomb-sight-seeing" over Berlin; or Tom, who found good hunting among the cold rocks on Attu; or Pete, who can tell of bullet-spitting trees on Guadalcanal; or Al, who took his South Seas cruise in a rubber raft. They know the answers.

Conquest? . . . a New Order? No, it's much bigger—much simpler—than that.

It's families and homes and hobbies. It's jobs that can grow with a man's ambitions. It's the right to think, to vote, to worship as a man chooses. It's the heart of America.

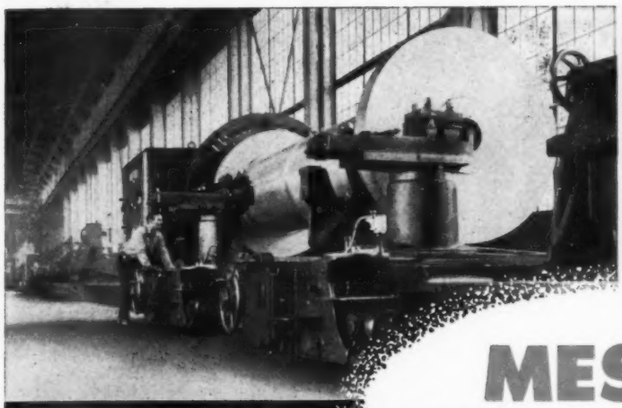
It's what the thousands of men and women of North American Aviation are fighting for too—fighting for by turning out ever-more and ever-better Mitchell bombers, Mustang fighters, Texan combat trainers . . . planes to make the job of our fighting men easier, sa[fer] . . . to bring the men home sooner.

Home—not for Christmas furlough—but for a reunion in America that will have no endi[ng].

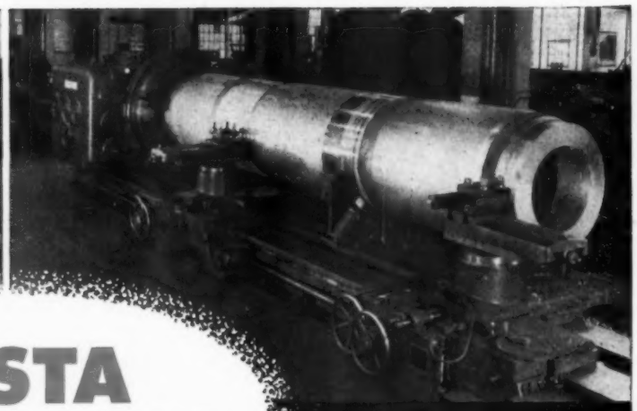
North American Aviation, Inc., designers and build[ers] of B-25 Mitchell bomber, AT-6 Texan combat trai[ner] and the P-51 Mustang fighter (A-36 fighter-bomb[er]). Member of the Aircraft War Production Council, In[c.]

North American Aviation *Sets the Pace!*

The
Whol
from

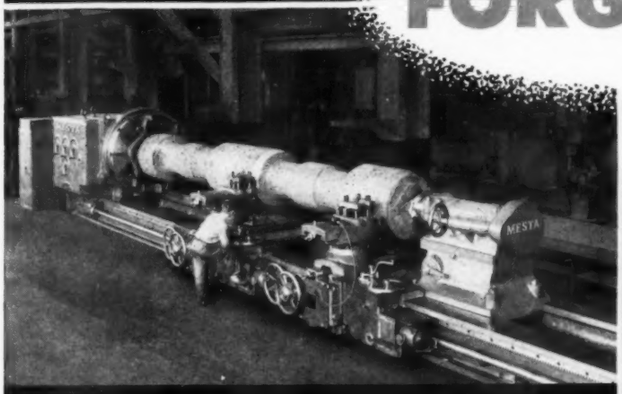


Massive Forged Rotor Shafts for Giant Turbines at the World's Largest Dams

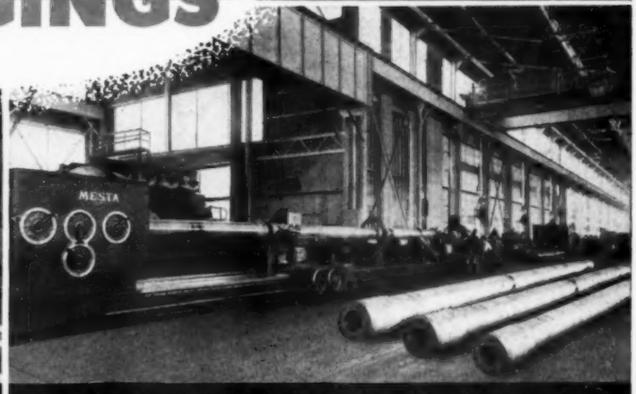


One Piece Forged Steel High Pressure Accumulator Bottle

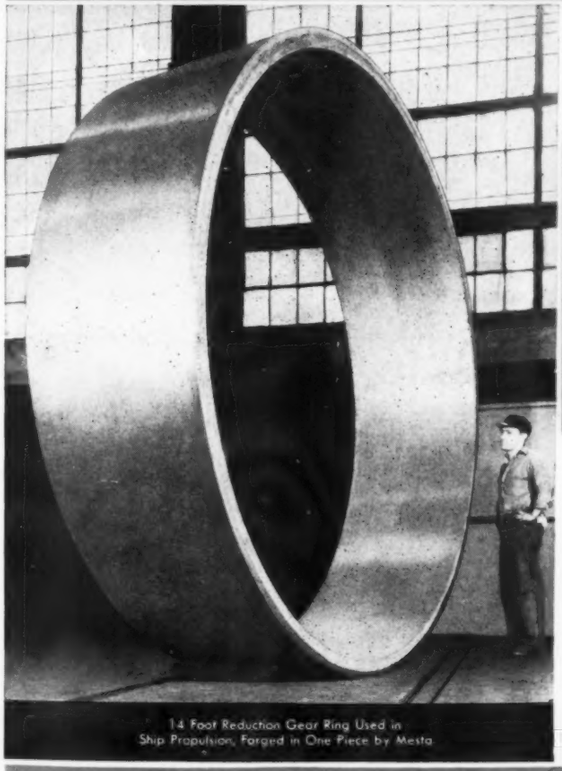
MESTA FORGINGS



An Intricate Forging Being Machined at Mesta



Propeller, Stern Tube and Line Shafts for Ships are Produced Complete in the Mesta Plant



14 Foot Reduction Gear Ring Used in Ship Propulsion, Forged in One Piece by Mesta

Group of Mesta Forged Hardened Alloy Steel Working Rolls for Cold Mills

The Army-Navy 'E' Flag with four stars, flies over the Mesta Plant.

BUY MORE WAR BONDS

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MESTA MACHINE COMPANY . . PITTSBURGH, PA.

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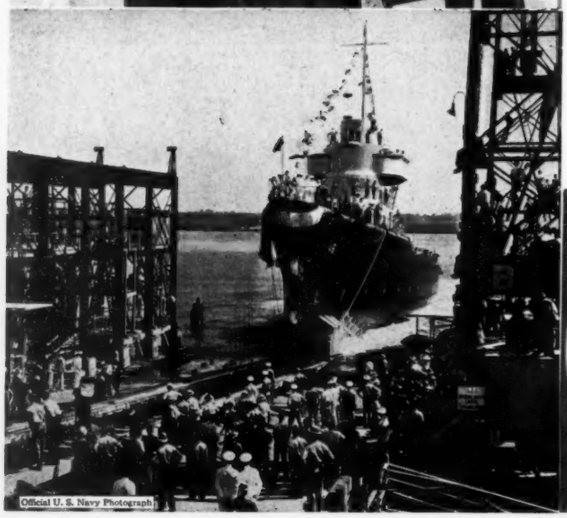
Loaded for War



Official U. S. Navy Photograph

Millions of men and millions of tons of wartime matériel must move swiftly and surely, where and when they are needed.

★ This war is essentially a war of rolling wheels. That is why we make every effort to give movements of matériel and personnel the right-of-way on the Santa Fe these days without delay.

Yet—personnel on furlough . . workers traveling to shipyards and factories . . laborers traveling to farm areas . . business men commuting between defense plants, and families and sweethearts visiting camps and training stations . . also use rail transportation.

This essential travel is a big part of the record-breaking load the railroads must carry these days . . and, as no new passenger cars will be built during the war (the steel needed to build them is being used to make guns, tanks and battleships), the job must be done with equipment now available.

All of us on the Santa Fe are deeply grateful and have sincere appreciation for the heroic services of our fighting forces. You have made possible a safeguard for us on the home front. Your courage and fighting skill will continue to be an inspiration for us to work harder on the Santa Fe to "keep 'em rolling" for VICTORY!

Santa Fe

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One of America's Railroads—ALL United for Victory

Foreword

THE operational achievements of the United States and its Allies in the current global struggle are truly amazing when their value is properly estimated, and, especially, when viewed in retrospect. Two years ago disaster, and our inadequate armed, trained and equipped forces, seemed to promise certain victory for our enemies with their domination of the world and the infliction of totalitarian rule upon humanity.

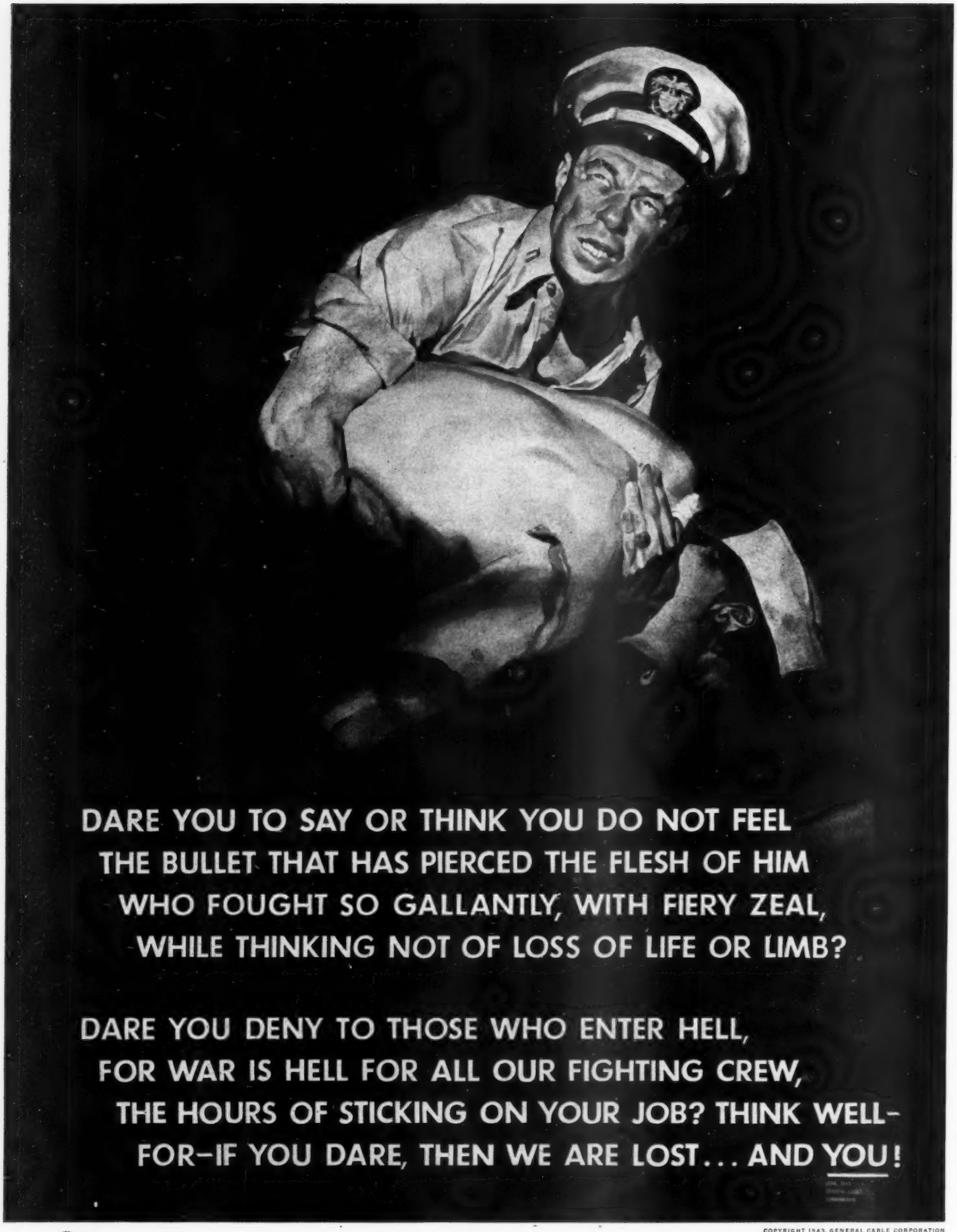
Thrust into the war by Japan's perfidy, we were forced to face enemies not on two fronts only, but in a dozen theatres, each vital, each clamoring for defense, all compelling the establishment and protection of lines of communications covering the earth and extending over 56,000 miles of menaced waters. Accurately anticipating our involvement, the President had moved from unprotected neutrality to partial defense, to Lend-Lease cooperation with the Nations with which we sympathized, and to the acquisition of Atlantic bases which would facilitate the guarding of the Western Hemisphere. All these things he did in the face of strong isolationist opposition in Congress. Simultaneously we had begun to raise Armies and to increase our sea and our air power. But our strength remained insufficient for battle with the Totalitarian powers, which had devoted the preceding decade to preparation for conquest, and we turned to the Selective Service System for men, and the genius of our Industry and Labor to supply the arms required to overcome them. Through the Secretary of State, the President had strengthened the bonds of Pan-America, and paved the way for the subsequent collaboration of all of its member States, save Argentina, either through declarations of war or rupture of relations with the Axis. Skillful diplomacy was employed to halt the march of Neutrals into the hostile camp, and to support the Vichy Government so that southern France and French possessions in North Africa should remain unoccupied, a strategic preliminary to the successful operations which won for us control of the vital Mediterranean area. We labored also to aid and to encourage Russia to remain in the war, and as a result arranged two months ago for intimate cooperation with her as well as Britain, in all war and postwar fields. To the hard pressed and gallant Chinese we extended our moral and financial support and when we became involved in the war we gave to them from our resources as much as transportation facilities could permit and prudence justified. Control of the Central and Western Pacific being secured, the Western Hemisphere has been kept free from attack, the Aleutian Islands in Japanese hands have been recaptured, and in the southwest Pacific, with meagre United Nations forces, we have done the impossible in protecting Australia and the islands along the Austro-American sea route; and now, though still weak, we are moving steadily northward against strong enemy resistance.

Because money and credit continue to be sinews of war and without them a nation cannot long resist, we used them to prevent our enemies from purchasing neutral support, and to deprive them of critical materials. We turned to psychology to aid our arms, and became increasingly proficient in its use, met propaganda with propaganda, and now outclass our enemies in its character and effectiveness; applied voluntary censorship to stop the dispatch of military information to them, and developed ways by which we are acquiring intelligence of their designs and movements. In order to insure maximum coordination with Britain, there was organized the Combined Chiefs of Staff, which harmoniously formulates strategical aims and plans for Anglo-American execution, and concentrated in which are all the activities connected with effective operations. With like harmony we are now closely acting with the Soviet Union. We created a common pool of United Nation material resources and all of the Allies are drawing upon it to facilitate their cooperation and now coordinated assaults. At home, we have grappled with the social and economic problems which war produces, doing so in the American way of dispute and discussion. In the discharge of all these gigantic and highly complex activities, it was natural that errors of judgment in methods and policy have occurred, and while in some respects they have hampered the war effort, they must be considered as minor in the light of accomplishment, and when compared with the blunders of the allegedly efficient Totalitarian Governments.

So revolutionary is the change made in the situation of the United Nations not only in our own quick transformation from a peace-loving to a war making people, but in meeting and overcoming the difficulties of fighting in the jungle, on the sands and in the mountains, and on the seas and in the air, that the human mind can hardly comprehend it. Only in the results thus far attained in all the battle areas, and the prospect they open up for us, can we form an estimate of what has been done in the short space of time that has elapsed since we were torpedoed into war. The tide of aggression, halted everywhere, is receding. Impossible now is the realization of the German plan of contact with Japan through the Near-East and India, and the exchange of the strategic materials of Asia and the Dutch East Indies for the machinery of Germany. No longer are available foreign oils and fats for the support of German planes and tanks and people. Each of our enemies is compelled to draw upon the resources of the lands he still holds, and the reserves he has miserly treasured. Both face striking forces of greater power in the air and upon the seas, and efficiently trained and equipped armies, and both fear strangulation by the blockade tightening around them; and their hope that the U-boat would prevent our transport of supplies has vanished. Politically they find their own peoples ragged of nerve, slowed up in production and communications by the bombing they have undergone or awaits them, their Satellites maneuvering for easy terms, and Neutrals once crooking the knee, becoming resistant of their demands. But, above all, the initiative definitely has passed into our hands, and it is they now who frantically are seeking to anticipate where and when we will strike.

To say that victory soon will be achieved would be to underestimate the power our enemies retain and the imponderables always present in war. True German Armies are in retreat. True German factories and communications are being destroyed. True the Axis has been severed by the surrender of Italy. True Japan's Navy has suffered severe losses, and one-third of her pre-Pearl Harbor Merchant Marine is at the bottom of the Pacific. True the United Nations are growing in strength, control the seas save in the Far East, and have superiority in the air, which soon will become supremacy. But the German and Japanese peoples know defeat means ruin and suffering and foreign control for perhaps a generation, their war lords appreciate they personally will suffer exemplary punishment, and all understand their only hope for consideration from the United Nations lies in the creation of a stalemate. To break their will, to compel them to unconditional surrender so that they may not a generation hence again endeavor to realize their age long ambition for world domination, we must continue to employ the formidable power we have fashioned and are expanding. The task will be costly in blood and treasure, it will call for further sacrifice, but it will be glorified by the heroism of the men and women who have performed it.

JOHN CALLAN O'LAUGHLIN
Publisher, ARMY AND NAVY JOURNAL


DARE YOU TO SAY OR THINK YOU DO NOT FEEL
THE BULLET THAT HAS PIERCED THE FLESH OF HIM
WHO FOUGHT SO GALLANTLY, WITH FIERY ZEAL,
WHILE THINKING NOT OF LOSS OF LIFE OR LIMB?
DARE YOU DENY TO THOSE WHO ENTER HELL,
FOR WAR IS HELL FOR ALL OUR FIGHTING CREW,
THE HOURS OF STICKING ON YOUR JOB? THINK WELL–
FOR–IF YOU DARE, THEN WE ARE LOST... AND YOU!

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BUY
WAR BONDS
AND STAMPS
KEEP AMERICA
FREE!

★ To our gallant fighting men of the United States Navy, whose valor, in keeping with the finest traditions, inspires us all to increased devotion to our assigned tasks

GENERAL CABLE CORPORATION

Table of Contents

Statement from the President
THE HONORABLE FRANKLIN D. ROOSEVELT .. 11

Poland Fights On! by THE HON. WLADYSLAW RACZKIEWICZ
President of the Republic of Poland .. 12

The Unity of Diplomacy with the Armed Effort
by THE HON. CORDELL HULL
Secretary of State .. 13

Toward Financial Mobilization
by THE HON. HENRY MORGENTHAU, JR.
Secretary of the Treasury .. 14

Internal Security, 1943 by THE HON. FRANCIS BIDDLE
Attorney General of the United States .. 15

The Postal Service at War
by THE HON. FRANK C. WALKER
Postmaster General of the United States .. 16

The Navy and Two Years of War
by THE HON. FRANK KNOX
Secretary of the Navy .. 17

The Nation's Natural Resources in War
by THE HON. HAROLD L. ICKES
Secretary of the Interior .. 18

Agriculture Fights by THE HON. CLAUDE R. WICKARD
Secretary of Agriculture .. 19

The Department of Commerce in the War
by THE HON. JESSE H. JONES
Secretary of Commerce .. 20

American Labor's Part in the War
by THE HON. FRANCES PERKINS
Secretary of Labor .. 21

Industry's Contribution to the Navy
by HON. JAMES V. FORRESTAL
Under Secretary of the Navy .. 22

Activities of the United States Fleet in the Second Year of the War
by ADMIRAL ERNEST J. KING
Commander in Chief, U. S. Fleet, Chief of Naval Operations .. 23

Combat Experience Designs Our Planes
by HON. ROBERT A. LOVETT
Assistant Secretary of War (Air) .. 24

The Army Air Forces at War
by GENERAL H. H. ARNOLD
Commanding General, Army Air Forces .. 25

Naval Aviation's Part in World War II
by HON. ARTEMUS L. GATES
Assistant Secretary of the Navy for Air .. 26

Naval Aviation—Spearhead for the Fleet
by VICE ADMIRAL J. S. MCCAIN
Deputy Chief of Naval Operations (Air) .. 27

The Navy's Civilian Personnel
by HON. RALPH A. BARD
Assistant Secretary of the Navy .. 28

Production in 1943
by LIEUTENANT GENERAL WILLIAM S. KNUDSEN
Director of Production, War Department .. 29

Coast Guard Activities in the War
by VICE ADMIRAL RUSSELL R. WAESCHE
Commandant, U. S. Coast Guard .. 30

The U. S. Marines in World War II
by LIEUTENANT GENERAL THOMAS HOLCOMB
Commandant, United States Marine Corps .. 31

Introduction to British Articles
by HIS EXCELLENCY, THE RT. HON. THE VISCOUNT HALIFAX, K.G.
British Ambassador .. 32

Cunningham's Signal by ADMIRAL SIR WILLIAM JAMES
British Admiralty .. 32

Rally and Riposte
by MAJOR GENERAL LORD BURNHAM, C.B., I.S.O., M.C., T.D.
British War Office .. 33

The Work of Combined Operations Command in 1943
by MAJOR GENERAL WILDMAN LUSHINGTON
Royal Marines Chief of Staff, Combined Operations Command .. 33

The Air War of 1943
by AIR COMMODORE VISCOUNT STANSGATE, D.S.O., D.F.C.
British Air Ministry .. 34

The European Theater of Operations—"ETOUSA"
by LIEUTENANT GENERAL JACOB L. DEVERS
Commanding General, European Theater of Operations, U. S. Army .. 35

The Army Ground Forces in 1943
by LIEUTENANT GENERAL L. J. MCNAIR
Commanding General, Army Ground Forces .. 36

Activities of the Northwest Sea Frontier
by VICE ADMIRAL FRANK JACK FLETCHER
Commander, Northwest Sea Frontier .. 37

Supplying the Army
by LIEUTENANT GENERAL BREHON SOMERVELL
Commanding General, Army Service Forces .. 38

Allied Air Forces in the China Theater of War
by MAJOR GENERAL P. T. MOW
Deputy Director of the Commission on Aeronautical Affairs, Republic of China .. 39

India's Fifth Year at War
by THE HON. SIR GIRJA SHANKAR BAJPAI
Agent General for India in the U. S. A. .. 40

The 14th Air Force—China
by MAJOR GENERAL CLAIRE T. CHENNAULT
Commanding General, 14th U. S. Air Force .. 41

Lend-Lease in the Second Year of the War
by EDWARD STETTINIUS, JR.
Lend-Lease Administrator .. 42

Shipping's Part in the War by REAR ADMIRAL E. S. LAND
Chairman, U. S. Maritime Commission, and War Shipping Administrator .. 43

Australia Wages 100 Percent War
by THE RT. HON. JOHN CURTIN, M.P.
Australian Prime Minister .. 44

War in the Mediterranean, 1943
by GENERAL SIR H. R. L. G. ALEXANDER, GCB, CSI, DSO, MC
Commander in Chief, 15th Army Group .. 45

Greece in the War by THE HON. EMMANUEL TSOUDEROS
Prime Minister of Greece .. 46

The South Pacific: A Year of War
by ADMIRAL W. F. HALSEY
Commander, South Pacific Force .. 47

Hawaii—Fortress of the Pacific
by LIEUTENANT GENERAL ROBERT C. RICHARDSON, JR.
Commanding General, Army Forces, Central Pacific Area .. 48

Czechoslovakia's Struggle for Freedom
by MSGR. DR. JAN SRAMEK
Czechoslovak Prime Minister .. 49

The Caribbean Defense Command
by LIEUTENANT GENERAL GEORGE H. BRETT
Commanding General, Caribbean Defense Command .. 50

Protecting the South Atlantic Waters
by VICE ADMIRAL JONAS INGRAM
Commander, South Atlantic Force .. 51

Northwest African Strategic Air Force
by MAJOR GENERAL J. H. DOOLITTLE
Commanding General, Northwest African Strategic Air Force .. 52

Danish Resistance to Nazi Oppression
by THE HON. MR. HENRIK KAUFFMAN
Minister of Denmark .. 53

The Tank Destroyers Part in the War
by MAJOR GENERAL ORLANDO WARD
Commanding, Tank Destroyer Center .. 54

The Thirteenth Air Force—South Pacific Area
by MAJOR GENERAL NATHAN F. TWINING
Commanding General, 13th Air Force .. 55

Antisubmarine Warfare in Eastern Sea Frontier
by Vice Admiral Adolphus Andrews
Commander Eastern Sea Frontier.. 56

The Eastern Defense Command
by Lieutenant General Hugh A. Drum
Commanding General, Eastern Defense Command.. 57

Report from the Western Defense Command
by Lieutenant General Delos C. Emmons
Commanding General, Western Defense Command.. 58

Amphibious Warfare in the Pacific
by Rear Admiral Francis W. Rockwell
Commander, Amphibious Forces, Pacific Fleet.. 59

Northern Air Outpost—the Eleventh Air Force
by Major General William O. Butler
Commanding General, 11th Air Force.. 60

The Service Force, Atlantic Fleet
by Vice Admiral Alex. Sharp
Commander, Service Force, Atlantic Fleet.. 61

Report of Action at the Major Fronts
From the Biennial report of General George C. Marshall
Chief of Staff of the Army.. 62

Marine Corps Aviation in this War
by Major General Roy S. Geiger
Director, Division of Aviation, Marine Corps Headquarters.. 66

Navy Procurement and Production
by Vice Admiral S. M. Robinson, USN
Director of Material and Procurement.. 67

The Seventh Air Force—Central Pacific
by Major General Willis H. Hale
Commanding General, 7th Air Force.. 68

The Tenth Air Force—India
by Brigadier General Howard C. Davidson
Commanding General, 10th Air Force.. 69

Army Communications in Today's War
by Major General Harry C. Ingles
Chief Signal Officer of the Army.. 70

Naval Communications in Global Warfare
by Rear Admiral Joseph R. Redman
Director of Naval Communications.. 71

Radio-Electronics in Global War
by Colonel David Sarnoff
President, Radio Corporation of America.. 72

The National Guard in World War II
by Maj. Gen. John F. Williams
Chief, National Guard Bureau.. 73

REA in the War
by Harry Slattery
Administrator, Rural Electrification Administration.. 74

Reserves and ROTC Graduates in this War
by Brigadier General Edward W. Smith
Executive for Reserves and ROTC Affairs.. 75

The Army Chaplain
by Chaplain William R. Arnold
Brigadier General, Chief of Chaplains, USA.. 76

The Navy Chaplain
by Chaplain Robert D. Workman
Captain, Chief of Chaplains, USN.. 76

The Hemisphere's Role in a World at War
by Nelson A. Rockefeller
Coordinator of Inter-American Affairs.. 77

Care of Battle Casualties in our Global War
by Major General Norman T. Kirk
Surgeon General, U. S. Army.. 78

War Work of Army Dental Corps
by Major General Robert H. Mills
Director, Dental Division.. 78

Naval Medicine in the Second Year of War
by Rear Admiral Ross T. McIntire
Surgeon General of the Navy.. 79

Army Nurses in the War
by Colonel Florence A. Blanchfield
Superintendent, Army Nurse Corps.. 80

The Navy Nurse Corps
by Captain Sue S. Dauser
Superintendent, Navy Nurse Corps.. 80

The U. S. Navy's War Against the U-Boat
by Rear Admiral Francis S. Low
Assistant Chief of Staff (Anti-Submarine) U. S. Fleet.. 81

The Women's Army Corps
by Colonel Oveta Culp Hobby
Director Women's Army Corps.. 82

Women's Reserve of the Navy
by Lt. Comdr. (*now Captain*) Mildred H. McAfee
Director, Women's Reserve, USNR.. 83

Women in the Marine Corps
by Maj. (*now Lieutenant Colonel*) Ruth Cheney Streeter
Director, Marine Corps Women's Reserve.. 83

Coast Guard Spars
by Lieutenant Commander Dorothy C. Stratton
Director, SPARS.. 83

Coast Guard Aviation in the War
by Commander Frank A. Leamy
Chief Aviation Operations Officer, USCG.. 84

The Influence of the War on the Design and Development of Naval Aircraft
by Rear Admiral DeWitt C. Ramsey
Chief, Bureau of Aeronautics.. 85

The Second Army's Part in Training for the War
by Lieutenant General Lloyd R. Fredendall
Commanding General, Second Army.. 86

The Role of the Infantry School
by Major General Charles H. Bonesteel
Commandant, The Infantry School.. 87

Censorship as a Weapon of Offense
by Byron Price
Director of Censorship.. 88

Flow of War Information
by Elmer Davis
Director, Office of War Information.. 89

News of the Navy
by Captain Leland P. Lovette
Director, Office of Public Relations, Navy Department.. 89

Activities of the Office of the Inspector General in the War
by Major General Virgil F. Peterson
The Inspector General, U. S. Army.. 90

The Influence of the War on Ship Design
by Rear Admiral E. L. Cochrane
Chief of the Bureau of Ships.. 91

Engineers at Work
by Major General Eugene Reybold
Chief of Engineers, U. S. Army.. 92

The Operations of the Provost Marshal General in the War
by Major General Allen W. Gullion
The Provost Marshal General.. 93

The Army's Global Air Lines
by Major General Harold L. George
Commanding General, Air Transport Command, AAF.. 94

Transporting Men and Materiel to Fighting Fronts
by Major General C. P. Gross
Chief of Transportation, Army Service Forces.. 95

Navy Construction in the Forward Areas
by Rear Admiral Ben Moreell
Chief of the Bureau of Yards and Docks.. 96

The Importance of Weather in Modern Warfare
by Colonel W. O. Senter
Commanding Officer, Weather Wing, AAF.. 98

Adjutants General in Theaters of Operations
by Major General James A. Ulio
*The Adjutant General, U. S. Army..*102

The Red Armies Surge Forward
by Colonel P. Smirnov
*Russian Tactical Expert..*105

War Activities of the Quartermaster Corps
by Major General E. B. Gregory
*Quartermaster General, U. S. Army..*106

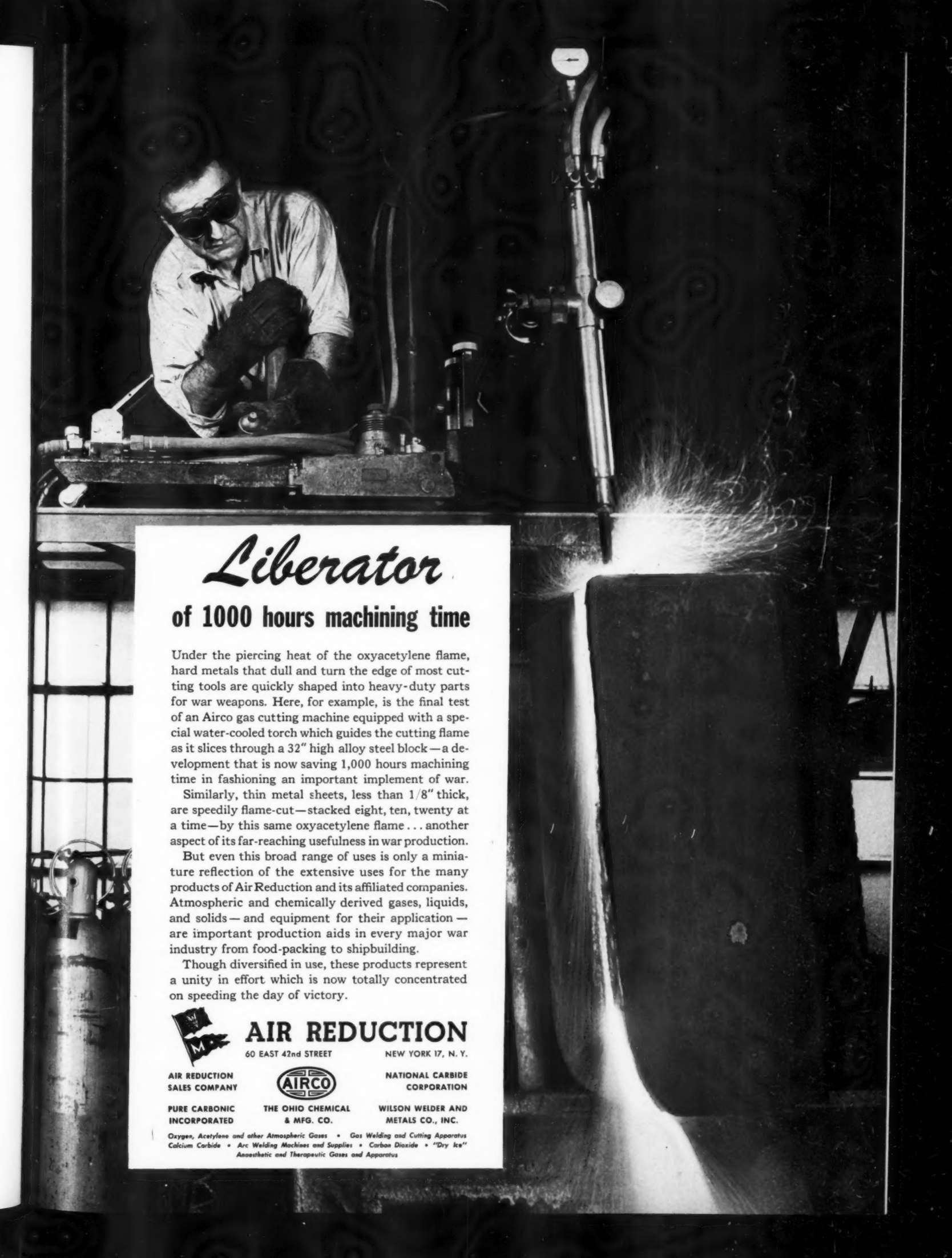
Feeding an Army at War
by Mary I. Barber
*Food Consultant to the Secretary of War..*106

Canada's Part in the Allied Effort
by The Rt. Hon. W. L. Mackenzie King
*Prime Minister of Canada..*108

Training Officers and Men for the U. S. Navy
by Rear Admiral Randall Jacobs
*Chief of Naval Personnel..*112

The Coast and Geodetic Survey
by Rear Admiral Leo Otis Colbert
*Director, U. S. Coast and Geodetic Survey..*114

Keeping Armored Training Abreast of the War
by Major General Alvan C. Gillem, jr.
Commanding General, Armored Command.. 116



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"Before this year is out, it will be known to the world ---in actions rather than in words---that the Casablanca Conference produced plenty of news; and it will be bad news for the Germans and Italians---and the Japanese."

—President Roosevelt addressing White House Correspondents Association, February 12, 1943

At Casablanca during the memorable conference January 14 to 24, 1943. Seated, President Roosevelt and Prime Minister Churchill. Standing, left to right, General H. H. Arnold, Commanding General, Army Air Forces; Admiral Ernest J. King, Commander in Chief U. S. Fleet, and Chief of Naval Operations; General George C. Marshall, Chief of Staff, U. S. Army; Admiral of the Fleet Sr. Dudley Pound; Air Chief Marshal Sir Charles Portal; General Sir Allan Brooke, Imperial General Staff Chief. Lieutenant General Brehon Somervell, Commanding General, Army Service Forces, is at the extreme right, and next to him is Vice Admiral Lord Louis Mountbatten, then Chief of Combined Operations.

THE WHITE HOUSE
WASHINGTON

November 15, 1943.

STATEMENT BY THE PRESIDENT

Indelibly written on the map of destiny are the facts and figures which foreshadow the doom of the evil men who brought the horrors of war upon humanity in pursuance of their design to enslave it. These facts and figures attest the growing power of the United Nations and the employment of that power for the achievement of our common aims -- freedom for all peoples, economic security for them, and realization of the age-long dream of furled battle flags in a federation of the world. As we march with stout hearts toward the goal we have fixed, we manifest our good faith by giving to those we liberate the rights and privileges democracy enjoys, and by pledging to them the peace of the good neighbor and the denial of aggression through a system in which all sovereign nations, great and small, will have equal rights.

We are on the way to the achievement of our aims because of the unity which exists within the United Nations and which increasingly has marked their military and political collaboration. That unity was forged domestically when the Japanese bombed our Fleet at Pearl Harbor. Simultaneously it developed between the Nations whose lands and populations were coveted by the greedy dictators, and it has flowered in the agreements signed at Moscow. As a result we have become a single sword which combines in its strength all the resources of the allied powers, and it is being wielded as if by a single brain and a single hand.

Not for a moment do we forget that our enemies continue to possess formidable force, nor that to bring about their destruction there must be no let up in our effort. But their loss of a partner, their costly retreats everywhere and their diminishing capacity to wage war, make their unconditional surrender inevitable. The path to that end will be tortuous and thorny to our feet, but inspiring us will be the humanity of our vision, and the invincible spiritual strength of the peoples of the United Nations.

Poland Fights On!

by

The Honorable Wladyslaw Raczkiewicz

President of the Republic of Poland

DECEMBER 7th, 1943! Two years have elapsed since the first Japanese bomb carrying death and destruction fell on Pearl Harbor. Japan's treacherous attack on the United States came as a complete surprise to the American people. America did not want war. Yet, steadfastly and with pride, she accepted the challenge.

Japan's attack on Pearl Harbor brings to Polish minds an act of equal treachery—the German invasion of Poland on September 1st, 1939. On that day, without any declaration of war, powerfully armed German troops invaded Poland, and German bombers began their bloody deeds of destruction upon defenceless civilians.

Although Poland, deprived of independence for a hundred and twenty-three years, could not place in the field a force equal to that of Germany, she rose to defend her recently regained freedom to the last.

The greatest tragedy in the history of mankind, the Second World War, was brought about by the attack on Poland.

The heroic defense of Warsaw, Poland's capital, the defense of the Westerplatte and of Hel set new standards of heroism to measure the sacrifices an ideal-loving nation is willing to make.

Poland in opposing the German hordes that, with their satellites, had set out to conquer the world, was the first among the United Nations to defend lasting human values against the forces of evil and oppression.

Polish Ministry of Information Photo

Polish Commandos train for landing operations against the enemy that holds their homeland.

Only today, in the light of four years of war, can the world appreciate the intense resistance offered by the Polish army to the whole military might of Germany.

When in this unequal conflict with Germany, the Polish armed forces were overcome, the people of Poland never ceased to fight against the German oppressor at home and abroad.

With an amazing strength of will the entire Polish nation to this day stands firm against the cruel German aggressor. Untold barbaric persecution perpetrated by the ruthless and brutal invader has not broken its spirit of resistance.

The people of Poland carry on an unrelenting underground fight. They believe, they trust, that the tens of thousands who have died under refined torture in concentration camps, the hundreds of thousands of peaceful villagers murdered by the Germans, the millions evicted from their homesteads, have not suffered in vain. They believe, they trust, that historic justice will mete out to Poland a better future, to the enemy his proper punishment as a common criminal. The Polish people derive their strength from their love of freedom, but also from their deep faith in this Christian crusade! They believe, they trust, that as our Polish proverb says, "God is not hasty, He is just."

In this war the clash of Polish arms has never for a moment been silenced. When organized military resistance stopped on Polish soil, the Polish army and Air Force raised their battle cry in what allied countries they could reach. In France—then still free—Poland's armed forces were reborn under the leadership of the late General Sikorski. When France was defeated, the Polish Regiments, decimated in the French campaign, were brought to Great Britain to fight side by side with our great Ally.

Outside of Poland, Polish soldiers have done their duty splendidly, whether in the Norwegian campaign, where they distinguished themselves by taking Narvik, or on the battle fields of France. The Polish Carpathian Brigade took part in the defense of Tobruk and in the assault at El Gazala. The Polish Air Force fills the heart of every pole with pride because of its splendid record in the Battle of Britain. Recently Polish pilots—with the Polish Navy that since the beginning of the war has never ceased to fight—took part in the military operations in Tunisia, and Sicily, and in the invasion of Italy.

In the Near East is gathered Poland's largest armed force, composed chiefly of Polish prisoners of war released from Soviet Russia. These formations represent a powerful military unit. They have been armed with the most modern tools of war by the United

(*Continued on page* 142)

Polish Ministry of Information Photo

President Raczkiewicz among Polish officers somewhere in Scotland.

The Unity of Diplomacy with the Armed Effort

by

The Honorable Cordell Hull

Secretary of State

IN an article contained in the December 1942 issue of the *Army and Navy Journal* I traced very briefly the outlines of our foreign policy in the decade before Pearl Harbor. In this issue I shall touch upon the activities of our diplomacy as an instrument of national defense and as an agency for strengthening the war effort.

At the present time, the paramount aim of our foreign policy, and the paramount aim of the foreign policy of each of the other United Nations, is to defeat our enemies as quickly as possible.

Every weapon of our military and economic activity and every instrumentality of our diplomacy have been and are directed toward the strengthening of the combined war effort. All these necessarily go together.

The land, air and sea forces of the United States are fighting, with surpassing skill and heroism, in the Mediterranean, over the Nazi-held fortress of Europe, in the far reaches of the Pacific and of Asia. In each of the theaters of war, they are operating shoulder to shoulder, in a spirit of superb comradeship, with the gallant forces of one or more of our Allies.

The resolute will and devoted effort of our people have brought about the greatest miracle of production and delivery in all history. Our war supplies are flowing outward in a constant and ever increasing stream, not alone to those areas in which our own forces are engaged, but to every point on the globe at which the armed forces of the United Nations are fighting.

We are in continuous consultation with our Allies on various phases of military, economic, and political activity—as required by the exigencies of a constantly changing situation.

Our cooperation with our Allies has long since reached the state where contingents of the forces of various Allies are serving, side by side, under unified command. We have developed this type of cooperation with invincible Britain, with intrepid and resolute Canada, Australia, New Zealand and South Africa, with valiant and determined China, and with the forces of other Allies. It is being rapidly extended as the military operations progress.

To the Soviet Union, whose heroic armies and civilian population have earned everlasting renown through their magnificent feats of courage and sacrifice, we have been glad to render all possible aid. It is our desire and our settled policy that collaboration and cooperation between our two countries shall steadily increase during and following the war.

With the re-emerging military power of France we have been and are developing a heartening degree of coordinated effort. We look forward to the day when re-born France will again take her rightful place in the family of free nations.

With governments which the Axis powers have driven from their invaded and brutally oppressed but unconquerable countries we have the most friendly relations. These relations reflect our profound and active sympathy for the suffering of their peoples and our determination that the victory of the United Nations shall restore their nations to freedom.

With all but one of the nations of the Western Hemisphere we have today the closest ties of solidarity and association—the fruit of ten years of unremitting labor on the part of all of these nations to build in this Hemisphere a fraternity of Good Neighbors. Each of our American associates is making a magnificent contribution to the war effort. Here we have, in peace and in war a highly successful example of cooperation between sovereign nations.

The victories of the United Nations have been the direct result, not of separate and uncoordinated military, economic and diplomatic action, but of close coordination of all three types of action, both within each of the nations and among all of them. It is well to recall some outstanding examples.

Our protracted diplomatic effort to achieve a fair and peaceful solution of difficulties in the Far East afforded our military authorities and those of other countries now in the ranks of the United Nations many months of precious time for strengthening defenses against the combined Axis threats in the Atlantic and in the Pacific, in case Japan should reject a peaceful settlement as she eventually did.

The drawing together of the American republics to assure their common defense made it possible to establish a line of communications through the Caribbean, Brazil and the South Atlantic. That line proved to be of invaluable importance alike in transporting equipment to the British forces at El Alemein; in supplying our own expedition to North Africa; and, at a desperate hour, in putting our war planes into the air over the Pacific islands and in China.

Diplomatic foresight and patient and vigorous activity by the agencies of our foreign policy played an indispensable part in preparing the way by which the huge strategic North African area was brought without heavy losses into the sphere of the United Nations and the French fleet was kept out of German hands. Had Vichy felt it feasible to ignore our diplomatic pressure directed toward preventing the surrender of the North and West African areas to the Nazis and the delivery of the French fleet to Hitler as Laval had planned, or had Spain entered the war on the side of the Axis as Hitler had hoped, control of the Mediterranean would have early fallen into the hands of our enemies. Instead, the Allied forces converged, with a skill and precision unequalled in military annals, upon this gateway through which we are now invading the European Continent.

Army Signal Corps Radio-Telephoto

Secretary of State Cordell Hull conferring with General Dwight D. Eisenhower, Commander in Chief, Allied Forces, during a stop-over after the Moscow conference while enroute to the United States.

The Mediterranean operations weakened the German air force available on the Soviet front; just as the Russian resistance, by holding the German armies on the eastern battle line, prevented Hitler from parrying our thrust toward his southern flank. Meanwhile, our constant military pressure against Japan had its inevitable effect in deterring Japan from aggression against the Soviet Union.

Our diplomatic agreements with fearless Danish officials on free soil and with the Government of Iceland made it possible to guard the great North Atlantic passage as a precious route for our supplies and troops and as defense against attack from the North.

The perseverance of China, the first victim of the movement of aggression, in resistance to Japan has been aided in no small measure by the faith of her leaders in us, based on their knowledge of our history and policy and on their observation, as time went on, of our efforts to achieve a fair and peaceful settlement in the Far East, our economic support, and, more recently, our military assistance.

(*Continued on page* 118)

Toward Financial Mobilization

by

The Honorable Henry Morgenthau, Jr.

Secretary of the Treasury

AMERICA's financial mobilization during World War II has been gigantic—greater than that of any other nation in the history of the world. And yet it is dwarfed by the size of the tasks Americans must accomplish in the months and perhaps years to come. For while millions of Americans mistakenly regard our financial mobilization as an already accomplished fact, we at the Treasury are inclined to regard it as a still imperfectly realized hope.

We should have less difficulty in understanding this if we regard the problem of war financing, not as a mere money-raising affair, but as a problem in conversion. Just as the conversion of American industry from peacetime to wartime tasks was a vital factor in military mobilization, so too is the conversion of our incomes, savings, and accumulations from peacetime to wartime uses. In fact they are Siamese twins. For unless the diversion of goods and services from peacetime to wartime use is accompanied by a corresponding diversion of purchasing power from peacetime to wartime use, we invite trouble, and financial mobilization can hardly be described as complete. The material and financial sides of war-making are in reality complementary aspects of one and the same conversion problem.

Let us glance at some of the more important elements in the record to date. These serve not only as benchmarks of the progress of war financing, but as indicators of the tasks still to be performed.

In terms of gross national production, our record since 1939—the last full year of peace economy—is truly impressive. The country's production of goods and services has more than doubled, skyrocketing from $89 billion in 1939 to an estimated $186 billion for 1943. The most significant component is war goods and services, which have increased from approximately 1 per cent of gross national production to 46 per cent. Meanwhile, the proportion of output going into both consumers' goods and services and into private capital goods has declined, the former considerably, the latter to practically zero.

Production for war *alone* is about equal to what was produced for all purposes as recently as 1939. War is the principal activity in the economic life of the nation.

Along with the tremendous increase in production arising from the war has gone an equally tremendous increase in income payments to individuals. This is only what was to be expected. For what the people of the nation receive in the way of incomes is simply the equivalent of what they produce in the way of goods and services. It should be remembered, however, that while all who are producing today receive income, only half the goods and services so produced are available for private purchase.

What, in light of the foregoing, can we say about war financing to date?

Taxes have gone up—but not enough. In terms of past achievement, the result is impressive; in terms of present needs, however, it is not quite so impressive. This is particularly true in regard to personal taxes. In 1939 total income payments to all people in the United States amounted to $71 billion, while total personal taxes paid by individuals to Federal, State, and local taxing authorities amounted to $3 billion. In 1943 individual income payments are estimated to be $142 billion, while personal taxes to all taxing authorities will be in the neighborhood of $16 billion. In other words, while individual incomes will have risen $71 billion during the last four years, personal taxes will have risen only $13 billion—absorbing less than one-fifth of the increase in the incomes of the American people for the last four years.

There can be no doubt that the American people, by and large, can pay still higher taxes. The growth in the national income has made it possible; pay-as-you-go, practicable; and huge war expenditures, imperative.

What the Government fails to raise from taxes, personal and business, it must borrow—and this year borrowings will be in the neighborhood of $55 billion. While borrowings of this magnitude would not fit into any pre-war definitions of soundness, they are the unavoidable fruit of total war and "soundness" must now be measured by the extent to which these huge sums can be raised, and, more importantly, employed, without causing economic dislocations and social disruption. In this, as in everything else, history will have the last word.

Our all-important task at the present time is to secure as much of our requirements as we can from the people, not from the banks; from genuine savings and accumulations, not from the money-creating mechanism of the commercial banks. In this we have achieved marked, and ever-growing, success. The bulk of Treasury borrowings this year will represent genuine savings and accumulations—from individuals and corporations, insurance companies and savings banks, fiduciaries and trusts. While it is early at this writing to compare figures for this year and last, there can be no doubt as to what the final figures will show.

But America's financial mobilization is still an imperfectly realized hope. We have still to convert our incomes, savings and accumulations from peacetime to wartime uses in the measure we have already converted our industrial economy. This can best be accomplished by additional taxes and increased purchase of War Bonds. Only when this takes place on the scale that is required will America's financial mobilization become an accomplished fact.

Services Buy War Bonds

Almost 3,000,000 members of the armed forces have their dollars fighting with them through War Bond savings from their pay checks. And nearly 1,500,000 civilian employees of both War and Navy departments are backing them up with substantial pay allotments of their own.

Besides large cash investments, approximately $42,000,000 goes into War Bonds from War Department pay reservations every month, while Navy Department Bond allotments are averaging $24,000,000 monthly.

Those figures are reported by E. F. Bartelt, chairman of the Interdepartmental War Savings Bond Committee, which coordinates Bond activities of government agencies and bureaus.

"The fighting services," Chairman Bartelt points out, "always have bulked large in this program. Secretaries Stimson and Knox have evinced keen interest in it from its inception, and their departments' personnel has participated in an exemplary manner."

Representing the War Department on the Interdepartmental Committee is Major General H. K. Loughry, Chief of Finance, Army Service Forces. The Navy's representative is Captain Gerald Eubank, its War Bond Coordinator.

Since the beginning of the program, the uniformed personnel of the War Department has invested more than $252,000,000 in Bonds through pay deductions; the civilian personnel, more than $136,800,000.

Approximately 2,500,000 officers and men are putting $26,000,000 monthly into Bonds in this manner, and some 925,000 civilian employees are making pay reservations totaling $15,500,000 a month.

Internal Security, 1943

by

The Honorable Francis Biddle

Attorney General of the United States

THE tremendous changes which war has necessitated, not only in the business of government but also in our entire way of life, have been reflected in the problems and responsibilities which confront the Department of Justice on the second anniversary of Pearl Harbor.

In peacetime, these problems and responsibilities are the manifold ones of the chief law enforcement agency of the United States. In wartime, they are supplemented—and complicated—by a new and paramount duty: protection of the internal security of the United States. This means protection of our country against enemies, foreign and domestic, who operate or attempt to operate within our borders.

Most sensational of these, of course, are the espionage agent, the saboteur, and the seditionist. In the second year of war the Department of Justice has moved against all three. A handful of minor espionage cases during the early part of the year was climaxed in September with the indictment in Detroit of eight persons charged with conspiracy to transmit to Germany vital information on the defense of the United States.

A number of minor sabotage cases developed during the year but, as was the case in 1942, there was no evidence of foreign-directed sabotage. A majority of the cases involved the spite work of disgruntled employes; the making or passing of defective material by workers desiring to top their production quotas; and the thoughtless and stupid—though frequently dangerous—pranks of thrill-seeking children.

However, three major cases of sabotage were uncovered by the Department this year. All involved high-ranking company officials, who were charged with deliberately manufacturing and trying to palm off on the armed forces defective war materiel.

In contrast with the last war, the current record of sedition is happily brief. In the past year only one major case, and that a continuation of a prosecution begun in 1942, has materialized. This involved the group of more than 30 men and women indicted in the District of Columbia on charges of violating the wartime sedition laws by carrying out in this country a propaganda campaign conceived by the German Ministry of Propaganda and financed largely by the Nazis themselves.

But not all the crimes committed against the United States in wartime are those of espionage, sabotage or sedition. There is another somewhat less spectacular category of crime, commercial war fraud, which in the long run may cost as many American lives and as much loss of vital war material as the operations of a successful spy or sabotage ring.

It is hard to conceive of anything more reprehensible than deliberately supplying our armed forces with defective war materials. Yet, since its establishment in 1942, the Department's War Frauds Unit, now a part of the Criminal Division, has received more than 2,500 complaints of this nature. These have resulted in presentation to Grand Juries of cases involving more than 200 defendants and in the conviction, with fines or prison sentences, of more than 100. Action against many others is pending at this time.

Perhaps, considering the billions of dollars that have been poured into our industrial expansion for war, the surprising thing is not that there have been so many of these cases, but that there have been so few. The profiteers who put personal gain above patriotism are but a small minority in our industrial life.

One outstanding case will serve to illustrate the work of the War Frauds Unit, that of the Anaconda Wire and Cable Company, of Marion, Indiana. This huge concern, which manufactures all types of wire and cable for military purposes, pleaded *nolo contendere*—which is tantamount to guilty—to charges that it had deliberately installed a device whereby defective or substandard material was enabled to "pass" rigid Government tests.

All investigative work in such cases—in *all* cases presented by the Department—was handled by the Federal Bureau of Investigation, which is charged with the correlation of the whole internal security program of the country. Agents of the FBI have been on the job 24 hours a day since the declaration of war, and their vigilance is attested to by the fact that no single act of sabotage committed since Pearl Harbor can be traced to foreign direction.

Few people, I suppose, would think of the Federal prisons in connection with the war except as a place of incarceration for convicted spies and draft evaders. But the Federal prisons have a more inspiring story than that to tell. Each of the prison shops has been turned to war production. The hours of labor have been voluntarily increased. Production of war goods has doubled and trebled in the two years since Pearl Harbor. Prisoners have contributed generously to the Red Cross blood banks, and out of their small prison earnings they have bought more than $250,000 worth of war bonds and stamps. In the recent Third War Loan drive, Federal prisoners purchased upwards of $75,000 in war bonds—*in addition* to their "regular" purchases.

To the greatest extent possible, the Department of Justice is working on the "ounce of prevention" theory in the discharge of its wartime responsibilities—to prevent offenses by vigilance and by prompt and vigorous prosecution of those which do occur.

Many of the Department's functions related to war work are handled by the War Division. Chief among these are the Economic Warfare Unit and the Alien Enemy Control Unit.

The Economic Warfare Unit has access to considerable stores of economic and industrial information accumulated by the Department over many years of investigation and litigation in the fields of monopolies and international cartels. It has been able to furnish other branches of the Government valuable data concerning the natural resources, raw materials and productive facilities of enemy-occupied countries. In a number of instances, it has provided allied air corps with detailed information, including maps, blueprints, and aerial photographs, of great manufacturing plants in Germany, Italy, and enemy-occupied nations. This material, added to information from other sources, has been used in the briefing rooms of the allied air forces to aid bomber crews in spotting and destroying industrial targets.

The Alien Enemy Control Unit is responsible for enforcing the regulations relating to the travel and conduct of aliens of enemy nationality living in this country. While internment of all alien enemies is possible under Presidential proclamation, such drastic measures are not consonant with our democratic principles; instead, the Department has established a system of alien enemy hearing boards before which each alien suspected of

(*Continued on page* 142)

The Postal Service at War

by

The Honorable Frank C. Walker

Postmaster General of the United States

THE biggest single business in the world has made the world's biggest job its first business—the winning of the war.

Like most other organizations in America, the Postal Service has had to take over new and strange tasks. Unlike other organizations, the Postal Service had to do this while maintaining its peace-time activities, which have grown heavier while the volume of war work has increased enormously.

For a Nation engaged in total war, our Department offered matchless facilities. We had a post office in every community of any size in the Nation—more than 43,000 of them in all. We had loyal, seasoned personnel, skilled in their business and proud of their Department's record of efficiency. We had, at the top, a group of executives who had grown up in their business, and who, even in the years of peace, could not have directed this vast enterprise without the elasticity needed to meet constantly changing conditions.

This was the United States Postal establishment when the first Japanese bombs fell at Pearl Harbor. The days that followed were to demonstrate that it was capable of widely expanded activity, and of assuming tasks never before contemplated.

With our Nation at war, the scale of our operations grew in magnitude along the entire domestic front. Unprecedented heights were reached in the volume of regular mail and in such special services as registered mail, money orders, air mail and postal savings—all of which are part of the pattern which make for an efficient, productive, remarkably sound America.

Notwithstanding this expansion of our normal functions, our foremost duty today is the swift and accurate handling of mail for the armed forces. It is almost impossible to over-stress the importance of this mail. It is so essential to morale that Army and Navy officers of the highest rank list mail almost on a level with munitions and food.

The successful handling of military mail is a triumph of cooperation among three Government departments. The Post Office Department had the experience. The Army and Navy had the equipment where it was needed, and they also had the means and the duty of keeping secret all movements of their forces and their ships and their planes.

To make it possible for the armed forces to adopt certain mail handling duties, the Post Office Department entered into formal agreements with the War and Navy Departments. Immediately after Pearl Harbor, we began releasing to the armed services, as reserve officers, a trained corps of postal personnel to direct mail handling. These men came from the ranks of post office inspectors, postmasters, postal supervisors, post office and railway postal clerks, letter carriers and motor vehicle personnel, and there are now more than 1500 of these officers. In addition, the Army and Navy now have engaged in mail handling over 7500 enlisted men serving as bonded mail clerks and assistants. Because of the nature of their duties they have taken the oath of office of the United States Postal Service, but they are under the complete control and direction of the Army and Navy. In this specialized group, as in the great force that helps speed the mail for the armed services, the 30,000 postal employees who have gone to war are well represented.

Besides their mail handling duties, these Army and Navy mail clerks manage a Directory Service, similar to that in our post offices at home, for the correction and forwarding of insufficiently addressed mail, and transact all other postal business such as registration, insurance, and the issuance and cashing of money orders.

We now have in operation more than 1,300 United States Post Office stations and branches directly serving Army posts and camps in the United States. There are about 400 Army Post Offices functioning in more than 50 foreign countries. To meet the constantly expanding activities of these outposts of our postal system abroad some 350 substations of these Army Post Offices have been established. The Navy has postal facilities on ships and at shore stations at approximately 2,000 locations.

An example may make clear just where it is that the Post Office Department withdraws from the picture and the military authorities assume control. Mrs. Richard Roe, in Chicago, knows that her son is overseas but is not sure just where he is stationed. She addresses her letter as follows: "Private William D. Roe, 32,000,000; Company F, 167th Infantry, APO 810, c/o Postmaster, New York, N. Y.," and drops it in a mail box. At the Chicago

(*Continued on page* 140)

Cancelling parcel post mail and sorting first class mail. More than 1,300 Post Office stations and branches are directly serving Army posts and camps in the United States.

The Navy and Two Years of War

by

The Honorable Frank Knox

The Secretary of the Navy

IN the December 7, 1942, "United States at War" issue of the Army-Navy Journal I contributed a report on the broader aspects of the tasks and achievements of the United States Naval Service in the year that had just passed, the first year of our participation in this war. In making a similar report for this year, I would like to quote some of the statements made in these pages in 1942.

These statements will not be repeated in a spirit of "I told you so," but as a reflection of confidence in the courage and ability of America's fighting men afloat, and of confidence in this nation's ability to supply our fighting sea-air arm with the necessary tools of victory. For instance, my report in these pages on December 7, 1942, contained these words:

"In the Atlantic, our first job was to keep the lines of communication open between this country and the two nations between us and Hitler, Britain and Russia. Our coastwise shipping had to suffer while we concentrated on our first line of counterattack."

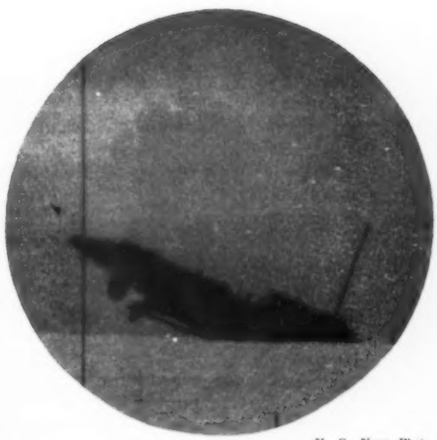
Achievement during 1943 leaves no doubt as to the efficiency of our counter-attack.

Hitler's whole U-boat campaign—its only reason for existence—was aimed to prevent substantial American aid in the form of men and supplies from crossing the Atlantic. Proof that this campaign failed, and failed miserably, is supplied by the success of the African invasion, by the conquest of Sicily, by the roaring American guns in Italy, by the unbroken convoys of munitions and supplies steadily reaching England and Russia, and by the masses of trained and well-equipped American troops stationed at various points across the Atlantic, where they are awaiting the signal for further attack.

In fact, it is not too much to say that the Battle of the Atlantic had been won by the middle of 1943—realizing, of course, that there will be a submarine menace in varying degree as long as this war shall last. Provided we can hold our Atlantic gains against the German submarine—and our ability to do so is increasing with each day that passes—the Battle of the Atlantic might well come to be described as one of the most decisive actions of 1943, just as the Battle of Midway was the outstanding Naval accomplishment in the Pacific in 1942.

But to quote again from my report in these pages on this same date in 1942:

"The time is actually close when the Japanese forces in the occupied islands of the Pacific will suffer for lack of replacements in man-power, weapons, ammunition and medical supplies—for the lack of ships to transport them!"



U. S. Navy Photo

A U. S. submariner's view of the effect of his torpedo which struck the forward quarter of a Jap destroyer off Formosa. Her bow already under water, the Jap warship tilts forward for the final plunge.

Just as Hitler gravely over-estimated the power of his submarines in the Atlantic (Hitler also failed to take account of our ability to combat his underwater raiders), so apparently the Japanese High Command underestimated the power of United States Navy submarine forces in the Pacific. Our gallant submarines, of course aided by surface forces and the planes of both Army and Navy, have been largely instrumental in sending to the bottom fully a third of the Japanese merchant fleet—and this total includes both Japanese-built bottoms and those gained by conquest. The pinch on Japanese supply lines, constantly harried by Naval air and surface forces, has been severe.

All evidence in the Aleutians pointed to the fact that the Japanese had invaded this

(*Continued on page* 140)

U. S. Navy Photos

Left—Allied landing on Kiska, August 15, 1943. *Landing craft, carrying American and Canadian invasion troops, move toward Kiska's rocky north shoreline, as U. S. Navy transports wait offshore. Center—A white puff of smoke spurts from the guns of this U. S. warship, firing at distant targets during the Sicily campaign. Behind the ship another vessel wheels into position to fire her guns. Right—An air-eye view of the landing at Rendova. Racing toward the shore, these landing craft debouch U. S. amphibious troops who run for the trees —seeking cover against the storm of Jap bullets which they expected momentarily.*

The Nation's Natural Resources In War

by

The Honorable Harold L. Ickes

Secretary of the Interior

IN this second year of the war, the Department of the Interior has managed, by and large, to do a successful job of harnessing a vast amount of our natural resources to the wheel of total war. We have had failures both of concept and of execution, but the asset side of the ledger shows a very substantial credit balance.

I have wished fervently and often during 1943 for an Aladdin's Lamp in topnotch working order; a Lamp that at a touch would magically produce adequate gasoline and petroleum stocks where they were most needed, that would somehow overnight resolve the difficulties between the miners and the coal mine operators, that would place in my hands effective methods of making available added food for the armed forces, greater areas of irrigated land, more strategic minerals, and dozens of other vital products.

There is no harm in admitting this now when developments already have spoken for themselves.

The record indicates, for instance, that the Bureau of Reclamation's continued expansion of power production for war during 1943 is most impressive. The output of 30 plants on 19 projects—9½ billion kilowatt hours—was double the 1942 total. Nearly 500,000 kilowatts were added during the year, bringing the capacity to 1,850,000 kilowatts—twice the Bureau's Pearl Harbor installation.

Department of the Interior Photo

The spillway of Grand Coulee Dam, vast power project erected in times of peace as part of the Interior Department's far-sighted policy in gauging construction to keep ahead of the inevitable industrial expansion of the West.

Most of the 900,000 kilowatts made available in the two-year period of 1942 and 1943 were installed from two to ten years ahead of schedule, at Boulder, Grand Coulee, and

Parker Dams. These vast structures were erected in times of peace as part of the Department's far-sighted policy in gauging construction to keep ahead of the inevitable industrial expansion of the West. In terms of war equipment, the new generators potentially are capable of providing annually the power required to build thirty large battleships, or to construct more than 11,000 Flying Fortresses.

No less significant than power production as a contribution to fighting strength is the production of vital foods on the 4,000,000 acres of land irrigated by Reclamation facilities in fifteen western states. From these high-productive areas, once desert wastes, came enough beans to provide rations for nearly 22,000,000 people, potatoes for 13,000,000 and (through alfalfa fed to beef and dairy herds) beef for 4½ million and milk for 3¾ million people. Plantings of potatoes on this land in 1943 was 44½ per cent greater than in 1942, an important increase.

In addition to power and irrigation service, supplemental municipal and industrial water is provided for cities, military concentrations and industries in areas served by Reclamation projects. In all, nearly 5,000,000 people live in western regions which look to the Bureau for these services. At the end of the last fiscal year 71 projects were in operation, under construction or authorized. Fifty-two of these were generating power or supplying water for irrigation or other beneficial uses. On or near practically every Reclamation project are air bases, other military establishments, and war industries, including aluminum and magnesium plants, airplane factories, shipyards, chemical and other factories.

During the year, the Bureau of Mines and the Geological Survey have been seeking every means to help supply the mineral commodities essential to victory. The Bureau of Mines not only has maintained an extensive and far-flung research for deposits in unexploited mineral ores within the United States, but it has directed all efforts in its metallurgical laboratories and testing plants toward finding means and processes for utilizing such domestic ores and for developing wider uses of known raw materials in war industries.

The exploratory program of the Bureau made known substantial additional reserves of bauxite, alumina-bearing clays, and the ores of zinc, iron, copper, vanadium, tungsten, mercury and other critical and essential minerals. On the basis of the results from its laboratories and field work the Bureau was enabled to present to war production officials several suggested development programs for aluminum, zinc, lead, copper, manganese, mercury, and other necessary minerals. As a result of its sampling and testing of millions of tons of coal purchased by the Army and Navy, as well as its testing and analyses of boiler water samples, the Bureau of Mines increased the efficiency and power of federally operated plants and at the same time saved the taxpayers many thousands of dollars. In demonstrating the possible saving of fuel oil by industries, particularly in the shortage areas of the East, the Bureau engineers, in cooperation with private industry, successfully demonstrated the use of colloidal fuel (a mixture of pulverized coal and petroleum) in a commercial boiler.

The Geological Survey in 1943 examined more than 700 mines and mineral areas and reported their findings to various federal agencies. In addition to the studies of mineral deposits, a force of geologists were engaged in meeting the increased demands of the War and Navy Departments on strategic foreign areas as related to the problems of engineering.

One of the outstanding activities of the Geological Survey during the year was the compilation by its Alaskan Branch of aeronautical maps and charts needed by the air forces. In the course of that work, trimetrogon planimetric mapping covering 2,146,000 square miles of strategic areas throughout the world has been completed. The high quality

(*Continued on page* 138)

Agriculture Fights

by

The Honorable Claude R. Wickard,

Secretary of Agriculture

IN a globe-circling war that demands our full strength for maximum production of battle equipment and food supplies, the farmers of the United States, with all of the Nation's agricultural resources, are in there fighting.

Operating on more than 6 million farms and ranches, they have already broken all previous production records in each of the past four years. It now appears that the all-time high record, set last year, has been surpassed again in 1943. This is one of the outstanding home-front achievements of the war and it is playing an extremely important part in the great offensives in which American fighting men, along with our allies, are pushing on to victory.

There can be no doubt that American food production is helping win the war. We know, too, that our food will have a profound influence in the peace arrangements. But quantities of food great enough to make history do not occur by chance.

Back of the production of record supplies of food to meet war needs is a long story of pioneering—farms carved from wilderness and prairie—decades of toil by resourceful men and women—of hardships and set-backs—and of the rugged determination to succeed that has made this the greatest agricultural country in the world. It is a story of the skill in bringing forth the abundance of the soil that has been accumulated through long years of experience.

These things, plus the friendly aid of our Government and a long-time program of scientific research to make farm production more efficient, have made it possible for American agriculture to measure up to the requirements of our greatest national emergency.

In achieving a new record this year, patriotic farmers had to work harder and longer than ever before. Farm women and boys and girls took over a bigger share of the job. Many a farm woman took a man's place on a tractor during the past summer. In many localities night work in the fields was not uncommon. Above all, farmers were resourceful. With the same kind of knack for overcoming obstacles that carried them through crop failures and lean years of the past, they managed to overcome the handicaps imposed by wartime conditions. Somehow they got the job done and more food than ever before is rolling out to meet our country's needs.

Total food production this year is expected to exceed last year's record by 5 percent and it will be 32 percent greater than the average production for the five pre-war years, 1935-39. Meat production will total about 24 billion pounds—by far the largest on record. This is about 49 percent above the 1935-39 average.

Estimated egg production this year is 50 percent above the 1935-39 average and milk production is expected to total about 14 percent above the average for those years.

Striking increases over pre-war production also are shown this year for the essential oil-bearing crops of soybeans, peanuts, and flaxseed, and large gains over the 1935-39 averages are indicated for corn, wheat, potatoes, commercial vegetables, and various other crops.

For its part, the U. S. Department of Agriculture has thrown its entire resources and facilities into the war program, concentrating on aid to farmers and the development of new methods and techniques, through scientific research, to meet war needs.

All the programs of the Department are now geared to the war effort. Soil conservation activities, work with low-income families, credit programs, forest conservation and protection, and the other activities are designed to help farmers maintain and increase production of essential war crops and to protect our agricultural resources. County War Boards, composed of representatives of the Department in each county, are cooperating with individual farmers directly in helping them meet war production goals.

Backing up the efforts of farmers, the scientists of the Department of Agriculture are constantly finding and developing important new ways of adding to the Nation's war strength. They are working in laboratories located throughout the country, often in cooperation with the State agricultural colleges and experiment stations, on a great variety of war-related projects.

These research facilities include the world's finest agricultural research center at Belts-

(*Continued on page* 138)

Left—Women turn their hands to farm work to help produce the war needs. Right—Threshed soybeans, one of our newest important war crops.

The Department of Commerce in the War

by

The Honorable Jesse H. Jones,

Secretary of Commerce

THE Department of Commerce provides an apt illustration of the way in which old-line agencies of the government have gone to war. The creation of emergency agencies devoted to specific tasks has given the impression to some individuals that the established departments of the government are merely marking time. This is, of course, not the case.

Commerce, for instance, through the Reconstruction Finance Corporation, whose functions, powers and duties are administered under the jurisdiction and supervision of the Secretary of Commerce, has authorized more than $21,000,000,000 for the expansion of the nation's industrial might for war purposes.

Through the Bureau of Standards, it has become one of the world's largest producers of optical glass and processors of industrial mica.

Through the Coast and Geodetic Survey it has produced millions of maps for the navigation of both the oceans and the air.

Through the Bureau of Foreign and Domestic Commerce it has provided basic information for the establishment of economic blacklists and the allocation of scarce materials to foreign countries.

Through the Bureau of the Census it has collected and edited the facts about industry needed by war production agencies.

Through the Civil Aeronautics Administration it has expanded air highways, both at home and abroad, for civil and military aviation, and trained thousands of prospective pilots for the armed services.

Through the Weather Bureau it has provided the meteorological information needed by the Army and the Navy in all parts of the world.

Through the Patent Office it has sifted the inventive suggestions of hundreds of thousands of citizens who wish to contribute to the science of war.

Through the Inland Waterways Corporation it has relieved our burdened transportation system.

In addition to the billions spent by the War and Navy Departments and the Maritime Commission in building facilities and equipment for war purposes, the Reconstruction Finance Corporation, through its subsidiary, Defense Plant Corporation, has authorized more than 9 billion dollars for the construction, equipment or expansion of 1753 plants throughout the country for the production of war supplies.

These include 534 plants for the manufacture of airplanes, airplane engines and parts; 84 plants for the production and fabrication of aluminum; 35 plants for the production of aviation gasoline and related products; 116 plants for the manufacture of machine tools; 40 plants for the production and fabrication of magnesium; 60 plants for the mining and production of minerals and metal products; 75 plants for the manufacture of ordnance equipment; 98 plants for the manufacture of radio and other scientific equipment; 65 plants for the construction of ships, ship engines and parts; 164 plants for the production of iron, steel and related products; 60 plants for synthetic rubber and the chemicals and materials necessary to its manufacture; 14 plants for the manufacture of jewel bearings and diamond dies; 43 for the production of hemp and rope fiber. We have built 6 pipe lines for the transportation of petroleum products.

The financial breakdown on plants is about as follows:

For the production and manufacture of aluminum, $780,000,000.

For the production of high octane gasoline and aviation gasoline, $152,000,000.

For the manufacture of chemicals of all sorts, $89,000,000.

For the manufacture of magnesium and magnesium products, $436,000,000.

For the mining and manufacture of minerals, $156,000,000. We have opened more than 2,000 small mines in this country all the way from Maine to the Pacific.

For the manufacture of airplanes and airplane parts, engines, etc., we have a plant investment of $2,798,000,000.

For the manufacture of machine tools, $82,000,000.

For the manufacture of guns, ammunition and ordnance products, $309,000,000.

For the manufacture of radio and scientific equipment, $70,000,000.

For the erection of shipyards, $150,000,000.

For the manufacture of steel and pig iron, $893,000,000.

For the production of synthetic rubber, $633,000,000.

Additional millions of government funds have been invested by the RFC in the purchase and importation of hundreds of critical and strategic materials needed in the war effort. They have been obtained in all parts of the globe and in such volume that we have not been short in any material necessary to the fighting of the war, with the possible exception of copper.

The emphasis placed here upon the activities of the RFC is not intended to minimize the effective service the older bureaus of the Department of Commerce have rendered during the war period. They have all made con-

(Continued on page 142)

Class in Visual Instruction in Meteorology; at windvane and Anemometer showing (L to R) M. W. Wilcoxson, W. F. Barnes, C. B. Rhoades, Instructor, Stanley Payne, T. E. McDowell and L. S. Burt at the Spartan School of Aeronautics, Tulsa, Oklahoma. These men are taking the CAA War Training Service cross-country and Link Instrument training. The CAA War Training program gives initial flight training to all Army and Navy fliers. Enrolled in the Army Air Corps Enlisted Reserve Corps, they will be called to duty as instructors or transport pilots upon completion of the CAA training program.

American Labor's Part in the War

by

The Honorable Frances Perkins

Secretary of Labor

THE Government and the American people recognize the fine and patriotic contribution the workers of the United States have made to our successful war efforts. By their labor they have produced record quantities of the implements of war. They can be counted upon to surpass these records so that the war may be shortened, lives saved and the liberty of free people be restored.

The Nation's wage earners are not only working day in and day out in factory, on assembly line, in shipyards, arsenals, mines and on the farms to help the United Nations win the war. They are buying 300 millions of dollars in war bonds per month out of union treasuries and by individual subscription, enough the Treasury tells me, to produce 1,000 Flying Fortresses each month. They are also making additional savings to ward off inflation and thus spare themselves and their country from the confusion of an economy in chaos. They are giving their sons and brothers to the armed forces and these are among the 2,000,000 gallant trade union members who are fighting our fight on land, sea and in the air in all parts of the world.

The wage workers are giving their fighting kin the stout support in the production lines which it is their duty to do at all times and under all circumstances. They will continue to do so for American workers know that interrupted production in war plants means comfort and aid to the enemy, and more than that a let-down of these splendid young Americans who are giving everything that we at home may be safe and that American civilization may survive.

Labor's leaders have made a no-strike pledge for the duration and management has made a no-lockout pledge. Both have been kept at a rate of better than 99 percent. That is a high record in any field of human relations. Such strikes and lockouts as we have had have been few and of short duration because responsible leadership has promptly ordered those on wildcat stoppages back to work and because Government has provided the machinery by which industrial disputes can be adjusted in all fairness. The leaders of the labor movement (both A. F. of L. and CIO) have cooperated with the Conciliation Service of the Department of Labor and the National War Labor Board in bringing about settlement of differences.

Conciliation Service records show that from Pearl Harbor until last June it settled over 14,000 disputes, practically all of them without stoppage of work, thanks to the cooperation of the leaders and labor and of management. This preventive work by organized labor is in keeping with the no-strike pledge of its leaders but it has been generally overlooked in the emphasis placed upon such work stoppages as we have had.

However, let me make this perfectly plain. When men are fighting and suffering and dying that we may have peace and well-being, and when there exists, as at present, fair and proper machinery for settlement of disputes, no strike is justified. There are today ample Government facilities for adjustment and settlement of industrial disputes. They should be used by labor and management. I have said this repeatedly and for the most part labor agrees and practices its agreement. What may be wise in peacetime is essential when we are fighting a war for the preservation of all the things free men and women hold dear.

Because there is often a wrong emphasis on such work stoppages as we have and because blame for the shortcomings of the very few is sometimes visited on the whole labor movement, I am going to quote from a report of James P. Mitchell, Labor Relations Director of the War Department, citing achievements on the army construction program which during the year employed a million men:

"The total number of man-days lost on this program from labor causes, all of which were of a minor nature, represented but two-hundredths of 1 percent of the number worked, a figure so small as to be negligible," Mr. Mitchell said and he added that:

"A better record than that in any human activity of such magnitude can hardly be imagined. It is well for the public to know this, because it presents a picture drastically at variance with that held by the average newspaper reader."

That speaks for itself.

The ratio of man-days lost through strikes for all industry since Pearl Harbor has been only sixteen one-hundredths of 1 percent of the number worked. This figure is from the official records of the Labor Department.

And that speaks for itself.

Yes, labor is cooperating wholeheartedly in the war effort just as management is and as are Americans in all walks of life. The American people are fully aware of the need for putting first things first. They know that our first job is to win this war and quickly. We are all dedicated to that task and while its achievement may be difficult and dangerous we are now on the road which leads to victory—victory for the right of man to enjoy freedom of speech, freedom of religion, freedom from want and freedom from fear for now and for all time.

Labor and management are cooperating with the United States Department of Labor in efforts and plans to make the most efficient use of the labor force by making the conditions of work conducive to efficient, sustained output. Those who are in close touch with the problems of workers know the ever-present problem of lost time through illness, accidents, fatigue, turnover and preventable absence. Often we talk about figures instead of a program of prevention and control. What we need is realistic action in individual plants to remove the causes of such problems as these. They are removable for the most part and the results of such action in increased output is impressive.

Great demand for speed and expanded output aggravates the human problems con-

(*Continued on page* 136)

OWI Photo

Men and women workers man the machines producing the weapons and equipment for the fighting fronts.

Industry's Contribution to the Navy

by

Honorary James V. Forrestal

Under Secretary of the Navy

ONE of the great strategic advantages which America holds over all other Nations is its industrial power.

In eleven months this year we have doubled the number of warships in our Navy, adding one new fighting ship alongside every combatant vessel in the Fleet on January 1, 1943.

In the same eleven months, the Navy has received nearly twice as many new planes as it had in the Navy air arm at the beginning of this year.

No other country has ever equalled that Naval building record in size or speed. Why did we build at such a prodigious rate?

Remember that two years ago our position in the two great oceans that wash our shores was far from comfortable. The Japanese had struck us a heavy blow at Pearl Harbor and their offensive was rolling down across the South Pacific and the China Sea, threatening to cut us off from Australia. Within six months, the Jap would endeavor, in his attack on Midway and the Aleutians, to roll eastward as well. Two years ago in the Atlantic we were about to face the onslaught of the Nazi U-boats against our coastal and trans-oceanic shipping. In all seas we were retreating—stubbornly but nevertheless retreating.

Our position today is very different. In the Atlantic the Nazi subs will always be a menace but during the past summer we have hurt them much more than they have hurt us. We have the upper hand and we mean to keep it. In the Pacific we are now attacking because, in Admiral King's words, we have "the means to do it."

"The means to do it"—they make the difference, and they are the Navy ships and planes, guns and bases, composing modern sea-air power.

During the two years since the attack on

Pearl Harbor, we have completed more than 600 warships. In addition, we have built hundreds of patrol craft, mine sweepers, and auxiliaries plus the thousands of landing craft which have bitten into the enemy's beaches in Africa, Europe, and the South Pacific. New Navy planes produced in the two years since the Pearl Harbor attack number almost 35,000. Production of Navy guns and ammunition has doubled and redoubled many times over, and the Navy's construction of shore facilities both at home and at advanced bases amounts to more than $5 billion.

These are "the means to do it." Big warships completed since Pearl Harbor fought in the Battle of the Solomon Islands. The flotillas of patrol craft, destroyer escorts and escort carriers which drove the Nazi U-boats from our shores and hunted them down at sea are made up principally of post-Pearl Harbor ships. The Navy planes which broke the Jap's attack in the Coral Sea and Midway and which now have taken up the strategic bombing of his island chains, came off the production lines after Pearl Harbor.

In the dark days immediately after the attack on Pearl Harbor, the great strategic advantage which our industrial power gave us was in the fore-front of our thoughts. Because we still were not fully prepared to fight, we rightly placed our immediate reliance on industry's ability to rearm us.

Now that actual fighting has pushed the news of war production off the front page, we should not forget what we knew so well in the days after the Pearl Harbor attack: that our war production is the fountainhead of our strength. The headlines today would be very different indeed if the great outpouring of munitions from the United States were now to diminish or dry up. One of the tides which is carrying us to victory would ebb, leaving us desperately stranded.

America should remember, not only now but always, the importance to our national safety of our war industries.

As Secretary Hull has said, it is clear that a system of organized international cooperation for the maintenance of peace must be based upon the willingness of the cooperating nations to use force, if necessary, to keep the peace. Therefore, this country will want to maintain itself for a long time to come in a state of readiness for war. This condition of readiness does not mean merely the existence of a powerful Army, Navy and Air

(*Continued on page* 140)

Right—The USS South Dakota is barely in the water before the keel of the USS Santa Fe (Upper right) is lowered onto the ways to take her place. Left—The submarine USS Gurnard takes to the water.

U. S. Navy Photos

Activities of the United States Fleet in the Second Year of the War

by

Admiral Ernest J. King

Commander in Chief, U. S. Fleet, and Chief of Naval Operations

THIS has been an unprecedented year in American naval history. Our most powerful fighting ships have taken their place in the Fleet. Never before have so many craft of all sizes and types been constructed so quickly. Never have so many naval crews been trained in one year. Those of us who have been concerned with getting the Navy into shape for the tasks already accomplished, and for those to come, have been impressed each passing month with the speed of production and training.

During the second year of our participation in the war we have accelerated our offensive. In so doing the United States Navy faced the greatest task in its history. The blows that the enemy has suffered should be considered evidence enough that this strategy is succeeding. Much is yet to be accomplished.

U. S. Navy Photo

Admiral King with some of his staff. Left to right: Rear Admiral John H. Newton, sub-chief of Naval Operations; Vice Adm. Frederick J. Horne, vice chief of Naval Operations; Admiral King; Vice Adm. Russell Willson, Chief of Staff, COMINCH; Rear Adm. Richard S. Edwards, Deputy Chief of Staff, COMINCH.

One year ago we faced a determined and successful enemy submarine fleet in the Atlantic. The Nazis were boasting that their continually increasing strength and the new wolf-pack tactics were sinking more supplies than we could deliver to our European allies, that we would be unable to send or maintain an army of any consequence in Europe. The enemy under-estimated the skill and determination of our escort forces. Today Germany's submarine losses have reached a new peak, our merchant sinkings are greatly reduced. It would not be correct to say that we have eliminated the menace, but we can say that the methods we have been using have proved effective. The crews of our destroyers, destroyer escorts, planes and lighter-than-air ships are skillful and determined. Our shipyards and factories are increasing the numbers of our tools, our scientists are improving our weapons, our tacticians are devising new methods. These combined efforts are succeeding and the scheme to make the Atlantic an exclusive German thoroughfare has been thwarted.

This year has seen the destruction of the only enemy forces that succeeded in gaining a foothold on the American continent. It has taken one year of persistent fighting to uproot the forces of Japan from Attu, from Kiska and the Aleutian chain. The fighting was carried out under adverse weather conditions but in well coordinated actions the Army and the Navy, utilizing both planes and ships, made the enemy's position untenable.

We can not deny that we have suffered losses in ships, and more regrettably in men. But we can take consolation in the fact that the enemy's losses have been much greater and much harder to sustain than ours. It is estimated that Japan had 7,500,000 tons of shipping. Today at least one-fifth of that tonnage is resting on the bottom of the Pacific. Our submarine force has very definite plans for similarly effective operations in the future.

In other areas in the Pacific the Fleet has been striking, not at one or two major points, but at many Japanese concentrations ranging from the Solomons north to the islands of the empire itself. Today our units are moving ahead in New Guinea, the Solomons campaign is accelerating. The forces of Japan are daily encountering increasing difficulties. Her air strength is weakened, her surface forces are avoiding battle, and her supply lines are now more vulnerable to attack.

Thus, in retrospect, as the end of the second year of the war approaches we have several distinct accomplishments to sustain us. The submarine menace is diminishing, the Japanese are on the defensive, the initial invasion of the European continent has been successfully accomplished.

I am sure I reflect the attitude of the officers and men of the Fleet when I say that we are not over-confident. Our enemies, which we can not deny are formidable, still control far too much of the earth's surface. I assure you that as fast as new crews and materials are available, the pressure on Japan will be increased. Our Navy will continue to deliver the needed men and supplies to European battle fronts until the enemy on that continent has been conquered. We shall suffer losses, we may be slowed down, but we must and we will keep advancing to gain victory in the shortest possible time.

A Nazi U-boat churns the sea as she settles by the stern, her bow rising. Note members of crew in the shadow along the conning tower. The U-boat was hit by depth bombs dropped from an Avenger (TBF) torpedo bomber, piloted by Lt. Robert P. Williams, USNR.

Landing craft pile mountains of equipment on the Italian shore at Salerno. Various types of landing craft from the Army's ducks to the Navy's giant LST's were employed.

Combat Experience Designs Our Planes

by

Honorable Robert A. Lovett

Assistant Secretary of War (Air)

NO Air Force can long retain first place in modern warfare unless it is backed up by imaginative research, constant experimentation, and above all, by an industry equipped with engineers and facilities to make modifications found necessary as tactics change in actual air battle. These improvements must be made without interfering with the basic monthly production on which strategy is planned.

In our efforts to build up the finest and most powerful Air Force in the world—both qualitatively and quantitatively—the ability quickly to incorporate changes in a tactical plane is of controlling importance. Modification centers are set up to make the special installations required in our combat areas with their widely different climates, conditions, and enemy tactics encountered. But changes effecting fundamental characteristics must be worked out by the team of engineers and production men built up by the Army Air Forces and its contractors.

The problem has two phases: the constant improvement of existing models; and the introduction of completely new models. In both of these problems the enemy has a loud voice. Every move he makes we must counter. Every advantage we gain in performance must be followed up. Every new field we occupy opens up new possibilities for expanded use of different types of combat aircraft. New defensive measures require new offensive tactics or weapons. We are, therefore, under constant pressure to meet new conditions and if necessity is the mother of invention, war is certainly the father. Current models must and can be continually improved in the light of combat experience and changing operational conditions.

Some examples may make the case clearer. Consider, for instance, the early model P-40's in the grim days of Bataan. These planes were primarily designed for use against enemy bombers at medium altitudes. They were built with heavy firepower and were rugged in construction. The tiny remnant of the fighter squadrons on Luzon had a few serviceable P-40's left and no bombers as our troops fell back on the peninsula. So they attached bombs to the P-40's and used them with devastating effect against Japanese shipping. These exploits would not have been possible if the original design specifications had not provided the needed factors of safety and had the planes not been stressed to carry bombs or external fuel tanks. Such provisions, have, for some years, been incorporated in Army fighters as a result of the old doctrine of "attack aviation" which at long last has come into its own.

From that beginning which, as far as is known, was the first formal combat employment of the now famous "fighter-bomber" technique, has come the extraordinary development of this weapon which played so important a part in the air campaign over the Western Desert during the British 8th Army's victory. Today fighter-bombers with carefully improved equipment are accepted as normal and have largely replaced dive bombers for use with troops.

There are few more dramatic examples of the advantages of constant improvement of current models than the modifications and design changes in the B-25 medium bomber. It is serving in every theater of war completely around the world. A superb medium bomber, the 5th Air Force in the Southwest Pacific, working with North American Aviation, Inc., has converted it into a devastating attack bomber with tremendous firepower forward and a specialized technique in minimum altitude bombing of shipping. Here again, the enemy's use of very small, maneuverable vessels compelled a change in design and use which has contributed greatly to the favorable military results in their combat area.

The second effect of combat experience is much more obvious. Completely new and advanced designs result from the accumulated battle experience of our pilots. They know, of course, that every plane is a compromise; that you cannot have all the desirable characteristics in a single type because many of the desired attributes cancel each other out. But as the users, they know what they would rather give up or what they would rather re-

(*Continued on page* 136)

Durability is more than a legend of the planes of the U. S. Army Air Forces. Lower—That gaping hole in the wing didn't stop this P-38. Lieut. W. J. Hoelle surveys the damage to his plane suffered when, while strafing a column of enemy trucks in North Africa, he collided with a telephone pole. Shaking off the blow, the plane answered her controls and came back to her field. Left—The Lady Jean similarly is an Amazon of endurance. Flak damaged her landing gear and Lt. P. S. Stryson, the pilot, had to set her down in North Africa with her wheels up. The A-20, light bomber, was landed with one wing bomb intact and the bomb didn't go off. Soon afterward Lady Jean and crew were back in service—another tribute to those who make American planes, repair and fly them.

U. S. Army Signal Corps Photos

The Army Air Forces at War

by

General H. H. Arnold

Commanding General, Army Air Forces

NOT long ago I examined some photographs obtained from secret sources inside Europe. They were close-ups, taken on the ground, and they revealed the devastation of a Nazi factory. Flues, pipes, machines, furnaces—all were masses of twisted metal.

Army bombers had wrecked that plant. The mission was not one of our largest although it was substantial and has probably been forgotten by the public. But the enormous damage done to that key Nazi industry is still there, still contributing to the enemy's final defeat.

The true significance of American air power, however, lies not in occasional large assaults but in the day-after-day-after-day destruction of the enemy, his weapons, his supplies, and his means of making war.

When war broke upon us in the Pacific, there were fewer than 300,000 officers and men in the Army Air Forces.

Those were trying and uncertain days. They were days when our combat crews in the Pacific slept—if they did sleep—beside their aircraft, when they refueled and serviced where they could, when they flew missions not once but many times a day, when they seldom knew where there would be a friendly field to which they might return.

In spite of heavy losses, our air and ground echelons moved from airdrome to airdrome, from island to island, giving ground slowly and grudgingly. They stood off the fluid forces of the Japanese until their scanty store of aircraft was fought to destruction.

In so doing they bought time — the time needed for organization of the Army Air Forces on a scale never attempted before by any nation.

Since December 7, 1941, the Army Air Forces has trained hundreds of thousands of pilots, navigators, bombardiers, and gunners. Other hundred thousands have been trained in aircraft repair and maintenance. We are operating on a global basis the manifold facilities required by global air war—long lines of transport and supply, depots, weather stations, bases.

Today, the personnel strength of the Army Air Forces is more than 2,300,000 officers and men.

In this second year of operations, we are applying that smashing air power for which we prepared during the first year.

Let me point to a few of the major accomplishments of this year. At Tunis and Bizerte and again at Salerno, the combined power of our strategic and tactical air forces pushed open the gates for the ground forces. Pantelleria proved the theory of surrender to air power without land invasion. The Bismarck Sea showed the complete destruction of a sea force by air power. The Buna campaign proved that an army can be moved and supplied by air. Regensburg and Ploesti illustrated the havoc that can be created by precision bombing.

We have built within the continental United States four large air forces, plus individual commands for the training of personnel, for experimental work, for the development of tactics, for all the complex problems of materiel.

We have put into theaters of combat ten independent air forces, each well and fully equipped, each being constantly supplied with the aircraft and the ordnance, the gasoline

(*Continued on page* 134)

"The outstanding feature to date of America's war effort has been the manner in which our air forces have carried the war, in its most devastating form, to the enemy. Limited by appropriations prior to emergency, they have, in a remarkably short time, been able to produce combat airplanes which have matched or surpassed those of other nations. The high degree of technical proficiency necessary to operate military airplanes in combat has been secured by a complex but remarkably efficient training program.

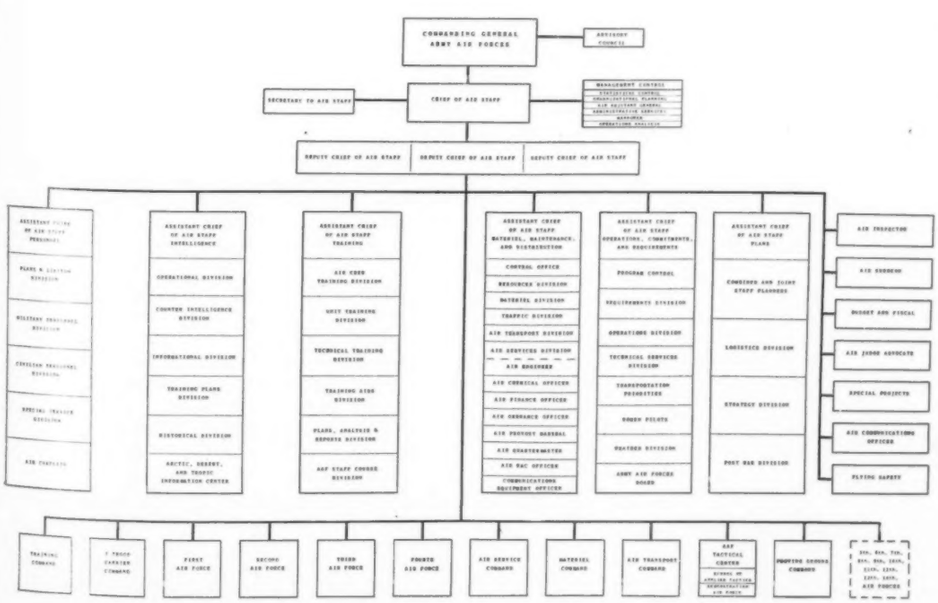
"The Army Air Forces are now attacking the enemy on 10 different fronts throughout the world. Their victories wherever they come in contact with the enemy testify to the gallantry and skill of pilots and crews, to the mechanical efficiency of planes, and to the leadership of General Arnold and the fighting commanders of the Air Forces in the field, Kenney in New Guinea, Twining in the Solomons, Hale in Hawaii, Spaatz, Brereton, and Doolittle in Africa, Eaker in England, Butler in Alaska, Bissel in India, and Chennault with his unique contribution in China."

—from the biennial report of General George C. Marshall, Chief of Staff of the Army.

Army Air Forces Photo

Sweeping in at low level, Army bombers bring devastation to the Axis' Ploesti oil fields.

Organization of the Army Air Forces



Naval Aviation's Part in World War II

by

Honorable Artemus L. Gates

Assistant Secretary of the Navy for Air

THROUGHOUT the second year of the present war, U. S. Naval Aviation had a two-fold assignment—to carry the air war to the enemy on all fronts, and to prepare vigorously for the powerful offensives still to come.

Aircraft carriers are among the most complicated of all war machines. Not only was it necessary to start from their keels and construct adequate numbers of new carriers, but, in addition, the rapidly expanding program of converting merchant ships and cruiser hulls into aircraft carriers had to be met. Both of these programs maintained the unbelievable construction schedules laid down for them. Carriers of all types are now joining the fleets in endless procession.

Two other major programs formed a part of naval air expansion: the development and production of new combat aircraft, planes that would be unquestionably superior to anything the enemy could put into the air, and the training of personnel to man them. By the end of this year's third quarter the Navy had approximately 20,000 aircraft of all types. This figure contrasts with the 1744 aircraft on hand in 1940. As against some 3,000 pilots one year before Pearl Harbor, the third quarter of 1943 found the Navy with more than 23,000 pilots.

Particularly noteworthy during the past year has been the development of the Navy's two new fighter planes—the Grumman F6F, the Hellcat, and the Vought-Sikorsky F4U, the Corsair. The records already made with these aircraft by the Navy and Marine Corps fighter pilots are rapidly outdistancing the greatest hopes which the Navy had for them. The ratio of Jap pilots downed as against our own has demonstrated beyond any question that these planes, carefully designed according to specifications made by Navy pilots, are the finest fighters in the world—carrier based or otherwise.

In all phases of scouting, patrol, and combat, the pilots and crews of Naval Aviation have been continuously busy—and continuously successful. From the decks of the large combat carriers, fighters, dive-bombers, and torpedo planes have smashed at Japanese island bases, as preludes to land invasions, have attacked and destroyed Japanese reinforcement convoys and supply ships, and have initiated devastating raids on numerous Jap bases in the South and Central Pacific and on German lines of communication in the Eastern Atlantic. These carrier task forces demonstrated in each operation not only the present might of the Navy's Air Force, but also what may be expected in the months to come, as these carrier forces keep expanding to full and overwhelming strength.

The smaller—convoy escort—carriers have swarmed over U-boats in the Atlantic, making the sea lanes pathways to oblivion for the German submarines. Escorting convoy after convoy, they took the offensive in this difficult, undersea warfare, and their fighters and torpedo planes upset all German plans for their 1943 campaign against Allied shipping. At Casablanca and at Attu these escort carriers operated with the Fleet and with the Army, dive-bombing land installations, standing watch against marauding submarines, strafing gun emplacements and otherwise imposing our will upon the enemy.

Navy and Marine flyers, along with those of the Army, in the South Pacific have flown numberless missions and hours against the Japanese. In addition to squadrons operating from carriers, the land based squadrons of fighters, dive-bombers and torpedo planes knocked out so great a proportion of all Japanese air strength throughout New Britain and the Solomons that the enemy has had to devote all his energies to rebuilding his strength, and thus has been unable to build up a reserve for offensive actions. These land-based squadrons are constantly enlarging the scope of their attacks, and the coming year will find them in such numbers as to make large scale air attacks by the Japanese on our land installations virtually suicidal.

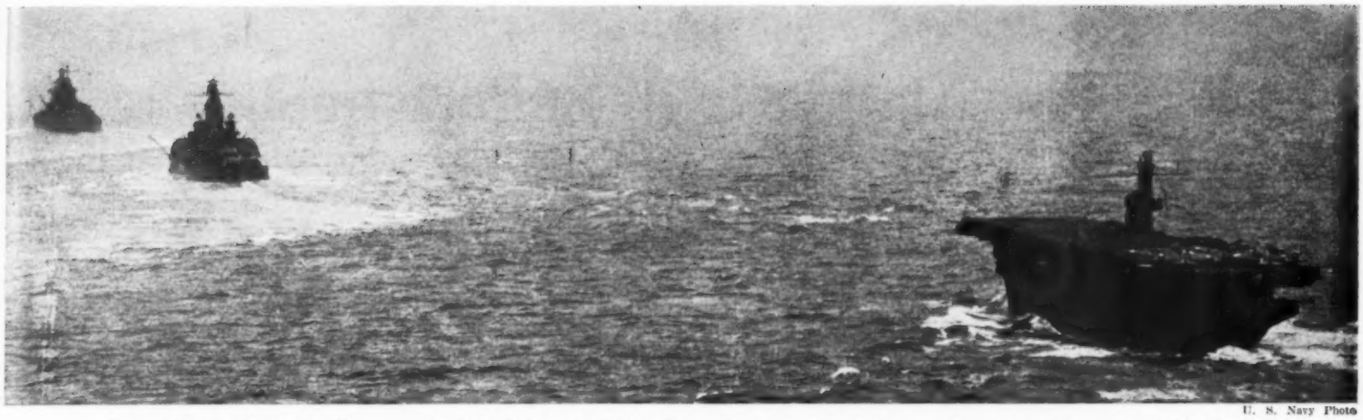
From the Caribbean to the Aleutians, across the Pacific to Australia and the Solomons, off the shores of the Atlantic from both North and South America, the patrol plane squadrons of the Navy have been in the air day and night, in fair weather and foul. Reporting on enemy task force movements, bombing submarines and surface craft, the big Catalinas are constantly on guard, constantly on the alert. The Consolidated Liberator, the B-24, has been adopted by the Navy as the PB4Y for long-range, land-based operations, as has the Vega Ventura, the PV-1. Each has made an impressive record. Not until the final chapters of the war are written can full accounts of their exploits be set down. Not until then will it be possible to document the tremendous scope of their activities.

Our ship-based seaplanes seldom come in for any recognition, due to the lack of spectacular assignments to which they devote most of their time. Possibly no more treacherous flying weather has been encountered by our airmen, day after day, than the fogs and ice-forming storms of the Aleutians. Yet, in the attack on Attu itself, and during the bombardments of Kiska by surface craft, in the landings in Africa, and in the Sicilian invasion, with our heavy ships standing well off shore, these same seaplanes were catapulted

(*Continued on page* 134)

A Navy Catalina (PBY) long range flying boat, raises a veritable cloud of mud as it comes to rest on the muddy landing field at Amchitka, American base in the Aleutians.

U. S. Navy Photo



U. S. Navy Photo

Planes of Escort Carrier "A" line up on the flight deck ready to take off into the fog against the Japs at Attu. At the left are two battleships.

Naval Aviation - Spearhead for the Fleet

by

Vice Admiral J. S. McCain, U.S.N.

Deputy Chief of Naval Operations (Air)

THE concept of Naval Aviation as a major offensive weapon in the form of a hard-hitting striking force has been forcibly strengthened in the second year of the United States' participation in the war. Naval tactics and operational strategy are fashioned to the closest coordination of naval sea and air arms against the common objective. Justification for such a re-casting of naval thought easily becomes apparent in the light of the fact that, by 1 July 1944, our naval air establishment will have grown to about 27,000 airplanes and a great number of aircraft carriers.

The combination of the airplane and the aircraft carrier as an offensive arm of the Fleet will break the enemy in the Pacific. The potentialities of the carrier are unlimited in this vast theater of operations, where the factor of enormous distances enters so insistently upon all offensive calculations. The carrier must be regarded as a mobile air base essential in multiplying the points of necessary contact required before we can strike at Japan's vitals. The multiplication of these points of contact naturally is in direct ratio to the number of airplane carriers available.

The war thus far has proven clearly that the United States Navy has achieved the high degree of coordination among all its branches required for the reduction of enemy objectives. To insure equal efficiency and striking power for the future, this combat team—for that is what the Navy is, a combat team—must be retained intact, with Naval Aviation integrated into all Navy planning, policies, and logistics. The spearhead of attack is the task force built around airplane carriers.

The present, meanwhile, finds our situation brighter. Operations in both the Atlantic and Pacific have favored us, and some of the greatest naval victories of the war have been scored in the air. In the Pacific, the battles of Munda, Guadalcanal, Midway and the Coral Sea are tributes to the tactics and skill of our aviators. In the Atlantic, Secretary Knox recently revealed to the public that of 29 German U-boats destroyed by American forces, 26 were sunk by airplanes and of these all but five were sunk by Navy planes. Navy auxiliary carriers have thrown a protective screen about the Atlantic supply routes, while naval aviators have contributed heavily in the invasions of North Africa, Sicily and Italy. But everywhere our job is just beginning.

It was almost two months after Pearl Harbor before the Navy struck its first offensive blow in the Pacific. Carrier task forces formed around the U.S.S. Enterprise and the U.S.S. Yorktown raided the Gilbert and Marshall Islands. Naval aviation raids followed in the Solomons, striking at Bougainville, and again against Wake, Marcus, Salamaua and Tulagi. Then came the battle of Midway and the first battle of the Aleutians, in which the Japanese made their greatest bid for actual invasion of American territory. The two-pronged offensive was stopped in the air at Midway.

A year ago in August there began our long return back through the Pacific when we landed on Guadalcanal under cover provided by the aircraft of three U. S. carriers. Japanese efforts to retake that base cost them an estimated 1,000 planes. In the ensuing battle of the Solomons, five major task forces were sent against our positions. Our combat teams smashed each in turn. Surface forces, carrier air forces, and land-based aviation were coordinated into a weapon against which the enemy finally broke himself in the eastern Solomons.

In June, 1943, the Allies launched the offensive aimed at reduction of the northern Solomons, with Rendova Island the first objective. On 7 August 1943, the anniversary of our landing in Guadalcanal, the drive was climaxed by the capture of Munda.

In the North, meanwhile, the second battle of the Aleutians was started under air cover

(*Continued on page* 130)

Smoke rises from burning Jap bombers and blazing oil storage tanks during the American attack on Marcus Island, September 1, 1943. Torpedo and strafing attacks by Avengers (TEF) and Hellcats (F6F) destroyed 80 per cent of the enemy installations on the island. It was the first combat action for the new Hellcats.

U. S. Navy Photo

The Navy's Civilian Personnel

by

Honorable Ralph A. Bard

Assistant Secretary of the Navy

SUBMARINES, ships and planes can fight and win at sea only if they are backed up one hundred percent by the operational facilities ashore.

The personnel which operates these all-important centers of combat efficiency is by no means confined wholly to men and women in Navy blue.

Next to the Army, the Navy is the largest employer of civilians in the United States. Today the Navy is approaching a total civilian payroll of about 700,000—about three times the total personnel of the entire Navy ashore and afloat, just before the war—and an expansion in our civilian working force of approximately 1,000 percent since the declaration of our national emergency.

The supervision and management of these civilians is one of the responsibilities of the Assistant Secretary of the Navy.

Seldom does the average citizen realize that for every three persons in uniform directly within the Naval Service there is one civilian performing tasks necessary to the fighting effectiveness of our forces at sea. These civilians are building and repairing ships; assembling and repairing aircraft; manufacturing guns, torpedoes, ammunition, clothing, and accessories; constructing buildings, piers, hangars, barracks, and utilities; handling a tremendous volume of supplies in depots, storage warehouses, operating bases and in all other activities; and performing other professional and clerical duties throughout the Naval activities. The Navy has civilians employed in most of the occupations found in American industry.

OWI Photo

Civilian and Naval personnel work together for the production of the best material for the fighting forces. Here a Chief Petty Officer inspects a Diesel engine produced for the Navy at a midwest plant.

This rapid expansion during a period of manpower shortage created unusual human relations problems, which could only be solved by sound personnel administration. The problems of recruiting, training, placement, safety and sanitation, promotion, transfer, discipline, labor relations, appropriate living conditions, and the efficient utilization of this vast army of civilians, presented a truly gigantic task. In addition, an effective liaison must be maintained with other Government agencies which are concerned with manpower problems.

To cope with these problems, some of the best industrial relations executives in the United States were attached to the Office of the Assistant Secretary of the Navy to assist in improving the Navy's overall personnel administration. These specialists, working under the guidance of regular Naval officers who have spent their lives in the Navy, assist in planning, developing, and establishing sound industrial relations policies, and procedures; make field inspections not only to determine what the problems are so that corrective methods can be quickly taken, but also to assure compliance with previously issued policy statements. With this control, every effort has been made to decentralize personnel functions as far as practicable.

As a result there has been organized in our major Naval Shore Establishments well rounded Personnel Relations Divisions which will match the best personnel departments found in private industry. Every effort is exercised to develop and maintain harmonious employee-employer relationships. We know that any team, from the smallest to the largest—in sport, industry or war—is effective in proportion to its unity, coordination, and consequent combined expression of the skill of its individuals. To secure the highest degree of efficiency each member of the team must have a precise understanding of his job, the boundaries of other positions with which he must cooperate, and the rules and procedures, if they are to carry the ball for a touchdown.

In one respect the civilians present a problem more difficult than those in uniform. Military discipline must be strict and orders are unquestioned. However, we should understand that the civilian still thinks and acts like any other civilian, even though he is working for the Navy, and there is reason for his feeling that way. The officer's or enlisted man's job aboard ship is more than just the working hours; he has to be accounted for 24 hours a day and his Commanding Officer is responsible for not only his work, but his food, living accommodations, recreation, clothing—in other words, his entire life and almost every breath he takes. In industry, this is not true. A civilian offers his services usually to the highest bidder and the Navy has to compete with industry for his services. Normally, management is only responsible for the employee during his working hours. Regardless of that fact, the Navy has been forced to concern itself with the many related problems directly connected with the employment of civilians.

In addition to the problem of making civilians realize the importance and urgency of their work, one of the biggest jobs is to train our line supervisors to become good supervisors—to train them not only to understand the technical side of their jobs, but to have a reasonable and sympathetic understanding of human behavior. We must have discipline, but discipline is more effective when tempered with fair treatment. There is no way we can relieve a supervisor of the responsibility of the group he supervises, but we can and are doing everything possible to assist supervisors in handling their personnel problems effectively.

Great strides have been made in the past

(*Continued on page* 134)

Production In 1943

by

Lieutenant General William S. Knudsen

Director of Production, War Department

PRODUCTION of Army munitions in 1943 started out with great momentum and accelerated rapidly during the first quarter of the year. With facilities and tools coming into production in fast succession, and with the experience gained in the jobs in operation since 1942, it soon became apparent that material availability necessitated balancing the output. This was accomplished with the beginning of the second quarter of 1943 when a gradual balancing process was developed through the medium of a careful allocation of raw materials. Despite this, which naturally eliminated the question of overages to balance out whatever shortage might occur, production increased at a steady but somewhat slower rate during the second quarter. A more substantial increase has taken place during the third quarter and will continue throughout the year.

The progress up to now has been steady and gratifying but we still have some distance to go. There will be calls for special equipment to fill the needs of a particular theater of war. There may arise the need for specific weapons to meet a new invention of the aggressors. Our Army and Navy have a large number of research projects in process, any one of which might materialize at any time and require production. The schedule for current munitions in 1944 is as great as in 1943. We are not as yet at the peak in aircraft production.

War is like a "drunk" at a party — you never know what is going to happen next. One thing is sure however, whatever demands the Services must make on industry and labor in the United States in order to efficiently prosecute the war to ultimate victory, the combined brains and brawn of our people will be able to meet them.

Since my last report in 1942 I have had the privilege of visiting three hundred additional plants in the United States, some of which perforce were return visits, and have had a chance to observe the rapid progress in tooling that invariably spells better quality and increased production. I have constantly been challenged to produce more orders or to increase the schedule. America now has confidence in her ability to produce munitions; we have in truth become the Arsenal of Democracy.

The greatest inspiration I have had during the year however occurred in August when I was privileged to accompany the Under Secretary of War, Mr. Robert P. Patterson, on a trip to the Pacific bases and the New Guinea and Guadalcanal area. We flew a little over 28,000 miles, made twenty-three stops and inspected over one hundred installations both civilian and military, in Australia, New Zealand, New Guinea, New Caledonia, the New Hebrides, Fiji Islands, Phoenix Islands, Christmas Island, and Hawaii.

Lieutenant General Knudsen turns his skilled mind to a production problem during one of the 300 visits of inspection he has made during the past year to plants turning out war material for the United Nations. Starting as a worker in industry, General Knudsen became President of General Motors, which position he held when he was called upon to organize the nation's war production effort.

The object of the trip was to observe the equipment in the field and the facilities for maintenance and repair. Of tremendous interest was the handling and storage of materials, the necessity for construction work on roads and airfields, and the piping of fuel and water (in some places very scarce). The shops, more or less in the open, presented a picture of activity of which few of us back here have any conception. The combination of the sticky weather, the stinking jungle, the insects, and the fever make the most severe conditions under which the boys have to work and fight.

There are no docks in the battle area; material must be shipped in by boats that anchor in the roadsteads, the cargo being taken ashore by barges or "ducks" (a 2½-ton amphibious truck). Roads must be provided for trucks to deliver the material to its storage points, properly dispersed to guard against bombing. Airfields must be provided with landing strips of proper length. Shelter must be provided for rations and perishable goods. A bakery must be established to provide fresh bread for the men. Field hospitals must be erected to care for the ill and wounded. All this goes on with clocklike precision and with an eye peeled toward the sky for enemy planes. Inside of an incredibly short time you have a community with water, electricity, radio, telephones, and even moving pictures and baseball lots.

I had the opportunity to see all this and to talk with the officers and the men, both the wounded and the well. There were no shortages of material or rations to amount to anything. There were few or no complaints on the performance of the equipment. They must have more airplanes. The jungle war consists of first bombing the base and next blowing their "pill boxes" to perdition. Jungle fighting is a devilishly cruel warfare and that primarily is what we have to contend with in this territory.

I came away with a new picture of our boys in the field, sweating, laughing and cursing, with no other thought in mind than to get these monkeys back into their trees. I came away with pity in my system for the wishful thinkers who want this war to be over either today or tomorrow, or by Christmas or the Fourth of July. But last of all, I came away with a tremendous respect for the energy and guts of our men and with a fervent hope that we at home will get "hep" to ourselves and give the boys all and more of the stuff they need with which to fight—more men, more planes, more ships, and more guns.

Coast Guard Activities in the War

by

Vice Admiral Russell R. Waesche

Commandant, United States Coast Guard

COAST Guard activities in this war are of two types: those which might be termed direct combat operations which will cease when the war is won, and those which were performed by the Coast Guard, or some other Federal agency, before the war and will continue after the war.

Operating as an integral part of the Navy, the Coast Guard's strictly military actions center around patrolling, convoying, and transport and landing operations.

Patrolling:

Coast Guard cutters and patrol boats form a picket line along our coasts to protect merchant vessels and their crews. These vessels are particularly adapted to anti-submarine work. They search out marauding Nazi submarines, and go to the rescue of vessels that are victims of enemy raids.

Along the Coast of Greenland the Coast Guard maintains a patrol for the protection of merchant ships which follow the northern sea lanes to carry materials and supplies to our armed forces and to our allies in Europe.

The Coast Guard air force is spotting and bombing enemy submarines that lurk along our coasts to prey on our dry cargo ships and tankers. These Coast Guard cutters of the air also play an important role in patrolling offshore lanes of traffic. To the dauntless aviators of these craft many seamen of torpedoed merchant vessels owe their lives.

Our lightships stand guard at the gateways of mine fields and areas that have been netted against the undersea prowlers of the Nazis and the Japs. Coast Guard lightkeepers are serving as lookouts and other Coast Guardsmen are engaged in marking minefields, laying submarine nets, changing buoys and correlating navigation lights with shore dim-outs and black-outs.

The Coast Guard beach patrol maintains a constant guard along the isolated beaches and inlets of the Atlantic, Pacific and Gulf Coasts. These men keep vigil on foot and on horseback, and are often accompanied by trained sentry dogs. They are on the lookout to prevent the landing of enemy agents on our shores, and to report any action of enemy submarines that might be visible from land.

On inland waters, the Coast Guard maintains constant patrol of waters adjacent to installations such as war plants, locks, dams, important bridges and similar structures to prevent damage from sabotage, accident or carelessness which would hinder traffic on such waters.

Convoying:

Since before Pearl Harbor our large cutters have been doing convoy work across the oceans to protect merchant ships and transports from the torpedoes of enemy submarines, the bombs and bullets of enemy planes, and the shells of enemy raiders. Our smaller cutters, patrol boats and airplanes are engaged in coastwise convoying. These small, fast, hard-hitting vessels are an effective weapon against the enemy.

Transport and Landing Operations:

Many troop transports, combat transports, cargo ships, LST and LCI craft, destroyer escorts and frigates are manned by Coast Guardsmen. When a task force reaches its destination, the Coast Guard participates in landing operations. Coast Guardsmen, designated as beachmasters, often head landing groups, directing incoming boats and supervising their loading and unloading. Landing boats which transfer men and equipment ashore, frequently under a hail of enemy fire, are manned by Coast Guardsmen. In every major invasion—Africa, Sicily, Italy, Guadalcanal, and other South West Pacific landings, the Coast Guard has done its task side by side with the other branches of our armed forces.

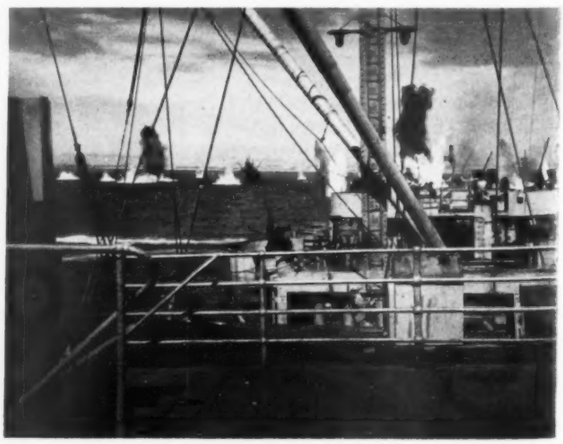
In addition to participating in direct combat operations, the Coast Guard plays an important role in effectuating the logistics of the war. The importance in military science of getting enough supplies, equipment and food to the right places at the right times, is being demonstrated each day that the war continues. The Coast Guard plays a definite role in the transportation of the guns, tanks, planes, and other equipment of war turned out by our industrial and manufacturing plants, and the food and supplies that are produced on the home front, to the armies of the United Nations, wherever they may be on the face of the earth. It is in this phase of the war effort that the Coast Guard is performing many functions which are carried on during peacetime as well as during time of war. These functions consist mainly of port security work, establishing and maintaining aids to navigation, and administering the shipping and navigation laws of the United States.

Port security:

This work is carried on through the Captains of the Port organization which had its origin in the First World War. The principal duties of the Captains of the Port in approximately 100 major ports and Assistant Captains of the Port in approximately 150 ports of lesser importance is to protect vessels and terminal facilities in our ports and harbors from damage by fire, explosion and acts of sabotage. Port security activities of the Coast Guard include among other things, guarding and patrolling vessels, piers, wharves, docks, and other waterfront structures, maintenance of a large fleet of fire

(*Continued on page* 132)

Effect of the gunfire from the U. S. Coast Guard Cutter Spencer is clearly visible in this closeup shot of Nazi U-boat, taken as the battle raged. The German standing by the stanchion amidships disappeared a moment after this picture was taken.



From the deck of a Coast Guard manned transport that has just unloaded U. S. Army contingents a combat photographer shot this picture of the bomb pocked waters off Sicily during the invasion.

U. S. Coast Guard Photos

The U. S. Marines in World War II

by

Lieutenant General Thomas Holcomb

Commandant, United States Marine Corps

THE entry of the United States into World War II found several units of the Marine Corps already participating in the War of the Atlantic. The First Brigade of Marines had landed in Iceland to assist the British in holding that important north Atlantic base in July 1941. It held important defense sectors in Western Iceland until relieved by United States Army units in January 1942. A number of small Marine Corps units were sent to occupy the bases in the Atlantic which had been obtained from Great Britain by the transfer of fifty old destroyers. Some of these detachments are still garrisoning these naval and air bases. Marines have also helped to hold other strategic positions and bases in the Caribbean area and at Panama.

But it is in the Pacific that the Marines have played a more important role in World War II. The problem facing the United States after the disastrous attack on Pearl Harbor was to hold our island possessions in the central Pacific. In spite of their gallant stand, the Marines on Wake Island were overpowered by our enemies. But in the remainder of the islands in the central Pacific, we retained our hold. Reinforcements of Marines, as well as Army and naval units, were hurried to Hawaii and the outlying islands as rapidly as they could be made available and transportation provided. Under coverage of task forces of the Pacific Fleet, our smaller island possessions were strengthened by Marine Corps defense battalions and by Marine and Navy aviation units. Hawaii became an advanced station for both ground and aviation marines.

Before that task had been accomplished we entered upon the next defensive phase of the Pacific, that of securing our line of communications to Australia. As early as January 1942, a brigade of Marines, together with Marine aviation units, were rushed to American Samoa to secure our important naval base against Japanese attacks. Other islands in the Samoan group, as well as islands farther to the westward, were later occupied by a third brigade of Marines and defense battalions.

In the meantime, the Pacific Fleet, with the aid of New Zealand forces and United States Army units, had been able to hold the islands farther to the westward, and the fleet had repeatedly turned back strong Japanese thrusts designed to secure a hold on the Australian continent. In order further to secure our line of communications to the southwest Pacific, the 1st Marine Division was sent to New Zealand, in June 1942. Even before its rear units arrived at that place, the Marine division was chosen to make the first offensive operation against Japan by landing in the eastern Solomons to seize the important naval base of Tulagi and the airfield on Guadalcanal. The heroic part played by the Marines in the Solomons campaign, from their landing there, August 7, 1942, until the Japanese were finally driven from Guadalcanal in February 1943, has already been told.

Marine Corps aviation, which has undergone expansion far beyond that conceived possible, played a conspicuous part in the defense of Guadalcanal along with our ground forces. The hard lessons learned in that long bitter campaign have been assimilated throughout the greatly enlarged Fleet Marine Force, and the Marine Corps stands today ready with a force of highly trained and modernly equipped units which are destined to play a still greater part in the war to overthrow oppression.

For more than twenty years, the main mission of the Marine Corps has been to provide an amphibious expeditionary force to operate with the United States Fleet. The training program of the Corps, as well as the education of its officers, has centered around this basic mission. Through the Marine Corps Schools the strategical and tactical aspects of amphibious operations were considered in minute detail. The theoretical conditions set up in the schools were tested by extensive maneuvers afloat and in the field. The resulting doctrine on amphibious operations was reduced to writing and formed the basis for the present accepted texts and for our operations in the Pacific. Having pioneered the establishment of the principles underlying amphibious operations, it was natural that a few officers of Navy and Army should be assigned to Marine Corps schools and that units of the Army be given amphibious training at the Corps' large bases in New River and San Diego. The fact that the Marine Corps had for so many years perfected its technique along these lines has borne fruit in the successful operations of the Fleet Marine Force in the Solomons and has, I believe, contributed to the successful operations of the Army in North Africa and Sicily.

U. S. Marine Corps Photo

Lieutenant General Holcomb, left, traveled some nine or ten thousand miles to see the First Marine Division in action on Guadalcanal. Pointing out interesting facts is Col. M. A. Edson. Lt. Gen. A. A. Vandegrift, then commanding the Marines there as a major general, is at the right.

Cunningham's Signal

by

Admiral Sir William James

Chief of Naval Information, British Admiralty
Former Commander-in-Chief, Portsmouth

"BE pleased to inform their Lordships that Italian Battle Fleet now lies at anchor under guns of Fortress of Malta."

That signal made to the Admiralty by Admiral Sir Andrew Cunningham, then Commander-in-Chief of the Mediterranean, was a beacon on the road to victory in Europe.

It marked a vital stage, the importance of which it would be difficult to exaggerate.

In order fully to appreciate how vital was that stage, it is necessary to glance back over more than three years as fraught with peril to the future of the civilized world as they were filled with action, disaster and triumph for the ships and men of the Royal Navy.

During those three years it was hard and long. The Royal Navy lost over 100 fighting ships ranging from battleships to small craft, lost thousands of fighting men in combat on sea, under the sea, and in the vast arena of skies, over the sea and on the land.

The price of Admiralty was indeed high but the cost was justified. For it can never be doubted that on the mastery of the Mediterranean rested a large part of the wider strategy of the United Nations—a strategy which already has brought victory in the West within sight.

From the moment that Italy entered the war on the side of the Axis, the initial responsibility for the successful prosecution of the whole Mediterranean campaign rested primarily on the ships and aircraft of the Royal Navy.

What was the position in June, 1940, when the incredible collapse of France became an awful reality? What were the prospects for the future? Both were grim. The British Fleet knew it had to fight for its heritage against longer odds than ever before.

Italy's entry into the war coupled with the loss of an Ally had within a few days changed the whole strategical picture of the war. The striking power of the Axis had been vastly strengthened, the Allied cause had at best been robbed of the services of one of the most powerful fleets in the world. There was also considerable cause for anxiety in the possible future of that fleet.

The Mediterranean, which till then had been ruled unchallenged, at once became a major liability for a British Navy already heavily burdened with worldwide commitments and responsibilities straggling from the North Cape to the China seas.

The home country was in imminent deadly danger of invasion; no ship could be spared from British waters for reinforcement of the Mediterranean.

To the West in the Atlantic, the U-boat war was an ever-present somber threat directed at the lifelines of the last European Fortress in the path of Nazi-Fascist domination.

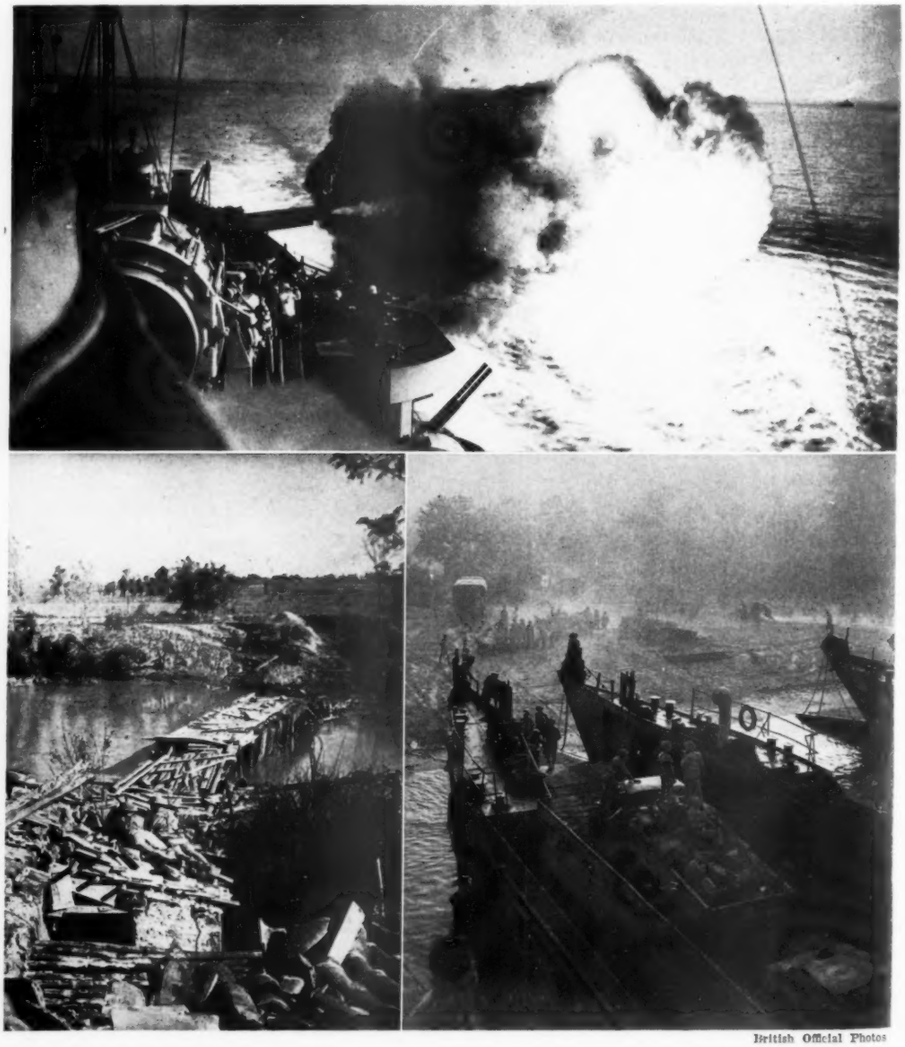
Losses of British merchant tonnage were curving alarmingly upwards, largely because of insufficient numbers of escort craft. The urgency of the position in the Atlantic further depleted the Royal Navy's strained resources of light craft in the Mediterranean.

(*Continued on page* 124)

By His Excellency,
The Rt. Hon. The Viscount Halifax, K.G.,
British Ambassador

IT has been said of the Moscow pacts that their signature was equivalent to a great military victory. That is true, but their value is even greater than this. The world is now assured that the signatories and their allies are indissolubly united both in the determination to increase their blows against the common enemy and to establish a durable peace when hostilities shall have ended. It knows that even more formidable armies, reinforced and supplied, with lessened peril from the U-Boat, will continue to attack the enemy wherever he is most vulnerable, and that accelerated bombing by overwhelming air forces is impending for the German homeland. It knows that, as a result of the agreements made at Chungking, the combined forces of the United States, China, and Britain, operating under well planned commands, will strike even more deadly blows at Japanese power, and allow no respite until it is crushed. Further, it understands that the United Nations are planning no selfish peace, but a peace of good order and security.

Thus the war has entered upon a new stage, a stage buttressed by massive achievements in battle and diplomacy of the past year. To lift our hearts for the grim struggle ahead, there is the record of El Alamein, Tunisia, Sicily, Italy, the Southwest Pacific, of our Navies everywhere, and of the amazing strategy and preponderance of the Red Armies. We know there can be no other end to this global struggle than total victory, and in that confidence we face with courage whatever sacrifices may be necessary to achieve it.



Upper—A British battleship, answering a call from the army, fires at a range of from 11,000 to 15,000 yards at enemy troops still holding out at Catania, Sicily, on July 17, 1943. Lower left—A mortar crew takes up position on the wreckage of a bridge over the Volturno River at Grazzanise during the Allied advance in October. Lower right—A combined operations landing on the Italian Coast across the Straits of Messina, made at 4:30 o'clock on the morning of September 3, 1943, the fourth anniversary of the outbreak of the war.

British Official Photos

Rally and Riposte

by

Major General Lord Burnham, C. B., I. S. O., M.C., T. D.

Director of Public Relations—War Office

OVER 150 years ago in the epic action between the Bonhomme Richard and Serapis, American Commodore John Paul Jones, when his ship was practically a sinking shambles, and the ally on whom he had counted had joined in the battle against him, was asked whether he had struck his colors in surrender, he replied, "Sure, Sir I haven't yet begun to fight." That had been the experience of the British Army in this war up to the winter of 1942 and that was the answer it gave to enemy expectations that it would give in.

The army had endured many devastating broadsides, Dunkirk, in Crete, Malaya, Burma and the Western Desert. It had put in a few shrewd shots in return in the Western Desert, Syria, Iraq and Iran, Abyssinia and Madagascar. But on the eve of Alamein, in October, 1942, it could not be denied that the position was precarious. The Alamein line was 12,000 miles from Great Britain, seventy miles from Alexandria. If that line fell, heaven knows where the Axis tide could have been stemmed.

1943 has seen it not only stemmed but turned. There has been no greater reversal of military prospects since 1812. Twelve months from the date of Alamein and the landings in North Africa, our troops were as near Rome as they had been to Alexandria. Alamein was only a junior partner of Stalingrad and nothing I have to say must be taken as said in ignorance of the fact that if our Saul has slain his thousands, the Russian David has slain his ten thousand. But during this momentous year the Western Allies have fought, destroyed or contained the whole military strength of Italy and about one-third of the mobilized manpower of Germany. The part of the Navy and Air Force is being dealt with in this issue by others. How have our land forces effected this reversal of fortune?

American readers will understand me if I put first in order of statement (though not necessarily of importance) the creation and use of an Imperial Army of highest quality. The Eighth Army is the first British Army in history to be known the world over by its number. It most frankly acknowledges its debt to the American tanks with which it was equipped. Nobody can deny that this small force of ten or twelve divisions has achieved quality enabling it to exercise distinct and distinguished influence upon the course of history.

Next in the list of causes for the turning of the tide I put the realization of the real integration of the Allied forces. I can recall no parallel in history to the smooth working of Allied Headquarters under General Eisenhower. If Churchill's ancestor, the Duke of Marlborough, had had a similar experience in his wars he would have written very different letters to his Sarah—there are no bitter-sweet wisecracks between American and British soldiers on the battlefield but only deep, reciprocal respect.

The proportion of the total British and American armies which has so far been in action together is very small. That is why we can be confident that the trend of 1943 will not be reversed. It may be asked why the trend has not already been more pronounced. The answer is that every operation of the Allied forces has to be amphibious. There has been no convenient continental bridgehead into which men and supplies can be poured as there was in 1914-18. It is much more difficult to get into Europe than to get on in Europe. The whole of the Allied strategy of 1943 has been directed towards securing one such bridgehead and collecting means to secure others. The North African and Sicilian campaigns were fought to clear a sea route to the bridgehead in Italy. The success of that operation, besides knocking Italy out of the war, has destroyed the equivalent of 15 Ger-

(*Continued on page* 122)

The Work of Combined Operations Command in 1943

by

Major General Wildman Lushington

Royal Marines Chief-of-Staff, Combined Operations Command

THE Combined Operations Command is composed of officers and men of the Navy, Army and Air Force; it is not, therefore, a new service but a closer combination of the existing three. The principle of integrating the three services is observed in the command from top to bottom in the executive committee that controls policy in each department of Headquarters in all main training establishments. Khaki, navy blue and air force blue uniforms are seen together everywhere. The command is hybrid throughout.

The purpose is to encourage fighting men in all three spheres of sea, land and air to think out their problems as a team.

The responsibilities of the Combined Operations Command have since its inception been multifarious and ubiquitous. To make raids against the coasts of occupied Europe; to experiment with the development of landing craft and landing ships of all types, Combined Operation's devices and Combined Operations technique; to study the adaptation of army equipment to amphibian purposes; to train soldiers of normal fighting units, sailors, airmen and specialized personnel for large-scale amphibious operations; to hold landing exercises for army formations of all sorts; to act as advisers to force commanders and to chiefs-of-staffs of the three services on this type of warfare—these and many other duties have been its concern.

Of these, the raids have attracted most public interest. This is not surprising because of the purpose of those before November, 1942, to attract the enemy's attention and divert his forces towards defenses in the North and west of Europe and away from the Russian front and the African Coasts.

Since the invasion of Northwest Africa, the war has entered a new phase and no major raids on the coasts of Europe have been carried out by this Command. Small raids have been continued for reconnaissance and other special purposes but no communiques have been issued about them. Major operations have taken the place of larger raids.

In all this work there has been the closest liaison with United States forces. American officers and troops have been attached sometimes for long periods to the Command. Conversely, staff officers of the Command have been attached as advisers to American staffs for amphibious operations and detachments of our men have served under American commanders.

Combined Operations Command has not had any direct responsibility for great Mediterranean operations. But part of its operational personnel has been privileged to be actively engaged therein. Thousands of landing craft personnel from this Command were transferred to the Mediterranean theater in November, 1942, and have remained there ever since. Commando troops have played a

(*Continued on page* 120)

The Air War of 1943

by

Air Commodore Viscount Stansgate, D. S. O., D. F. C.

Director of Public Relations, Air Ministry

1943 is a notable year for the United Nations in that it sees a culmination of a long term policy based on their recognition of air power as the vital ingredient of victory.

This is the first war in history in which air power has been used on a major scale. In the last war it was mainly ancillary, however important to other services. But although Britain in the period just before the 1918 Armistice had the greatest air force in the world seen up to that time, it was not possible to employ air power on its present strategical scale.

In the years between the wars, a series of developments took place that were to mean changes in conceptions of warfare as fundamental as those brought about by the introduction of gunpowder. It is now that these conceptions are being exploited decisively.

The first shock for the world was Germany's use of air, plus armor, a combination that gave them the greater part of Europe, until they came up against the tank obstacle of the English Channel and the Royal Air Force. Firstly they themselves came up against superior air power. Nevertheless it was air power mainly that caused the fall of Norway, Crete and Singapore; made possible the Pearl Harbor disaster. It was air power —British this time—that saved Britain and the rest of the world.

Between the German conception of air power, in the preparatory years and even in their sweep through Europe, and the United Nations' conception now nearing fulfillment, there is this fundamental difference—the Germans still regard the air weapon as designed primarily to assist in a land operation rather than as a weapon for strategic use. This lesson the British and later the Allies, have studied and are now applying.

It would be useful at this stage to consider the war as divided into four phases. In the first, Germany overran Europe with an armor-air Blitzkrieg; in the second Britain's aim was to stave off defeat while she rearmed; the third is the present phase of attrition; the fourth is the final blow by the United Nations.

The second phase lasted roughly until Alamein and it was in this period that Britain defeated the efforts of Germany to destroy civilian morale by sustained night bombing, repelled the Luftwaffe, and set about building up air supremacy. From the Battle of Britain onwards the graph of the Luftwaffe's relative power has shown a steadily falling line. The R.A.F. and Allied and Dominions' Air Forces' power graph has shown steady rise while the Luftwaffe shows at the same time a disparity still steadily increasing in our favor. So much for the era of preparation.

Last year it became possible to undertake operations on a major scale and to perfect technique and by the spring of 1943 air power had attained the status of major strategy and began to hit the German war machine crippling blows.

From January 1st to October 10th, 1943, the R.A.F. delivered 89 major attacks. Altogether one hundred and five thousand tons of bombs were dropped. In the same period the U.S.A.A.F. dropped eleven thousand five hundred tons in daylight on German industrial targets.

Armies are halted at physical barriers by barbed wire and tank traps. Navies halt at beaches. The R.A.F., flying over all obstacles, not only strike weapons from German soldiers' hands but destroy it at its source in factory. Thus the strategical air campaign supplements the blockade applied to the European Fortress by our Navies. From the Russian front to North Africa, Axis troops were drawn many hundreds of miles from their sources of supply with tremendous strain on transportation. These difficulties were increased by a tight ring thrown round this immense area by the Navy and until North Africa had been captured there was only the Mediterranean loophole. That is how it was stopped up; and the blockade can be pierced only by a few isolated blockade runners. Nevertheless, the Germans came near to making Europe blockade-proof and it is here that air power has played a vital part, striking at resources, factories, munition plants and transportation services at the very heart of the war machine.

Only air power could achieve this, and by air forces it is reduced almost to mathematical formula. Germany has 38 towns and cities vitally engaged in producing war weapons. This year has seen methodical destruction of these towns, one by one. So far 17 have been put out of the war at least for a considerable time.

When the German soldiery have been de-

(*Continued on page* 128)

Continuous attacks by bombers of the Allied Air Forces brought to the Mediterranean island of Pantelleria the mantle of smoke and flame pictured at the left. Above is shown the white cross on the airfield at Pantelleria, where the first Hurricane piloted by Sgt. H. E. Love, has just landed.

British Official Photos

The European Theater of Operations---"ETOUSA"

by

Lieutenant General Jacob L. Devers

Commanding General, European Theatre of Operations, U. S. Army

EACH of our overseas theaters is so vital to the outcome of this war that it cannot be said which is of paramount importance. The importance of each, in fact, varies from time to time, even from month to month, as the tide of its strategic significance rises or falls. But it may be said without hesitation—and it is always present in our minds—that America itself—the home front—is incomparably more important to the successful and speedy conclusion of this war than any of our overseas theaters.

From America, the fountain head, flow our troops, weapons and supplies in a steadily increasing stream to each overseas theater, in order that each may be continually sustained and revitalized. This flow of manpower and munitions depends on individual as well as concerted effort, and should it lessen, the war effort overseas would diminish and become inadequate for the grim task ahead.

Sustained and revitalized by the home front, each theater is playing the part in the grand strategy which has been assigned it with such vision and success by over-all leaders, that the enemy has become amazed and even now senses inevitable defeat.

The importance of this particular theater springs from several distinguishing circumstances: Here in the United Kingdom Allied troops received their final training and embarked in the greatest armada ever known for the Northern coast of Africa. American divisions were in that great convoy. And, here in close contact and cooperations with the British, American Headquarters of ETOUSA is at the nerve center of the British Empire. Here, also, looking toward joint operations with our great Ally, Britain, and our other Allies, who are equally determined, American troops are not only building for the future, but are in almost daily contact and battle with the enemy.

Perhaps the most significantly distinguishing feature of the European Theater of Operations is its proximity to enemy-occupied territory. Just across The Channel and the North Sea, France and the low countries are waiting expectantly, while Germany itself waits anxiously.

This, it has been assumed, is the theater which will be used as the spring board from which Western Europe will be invaded. Here, United States Ground, Air and Supply Forces have been preparing during past months for an indescribable invasion which will annihilate enemy resistance and the forces which set out to destroy the democracies and subjugate the World.

It would be enlightening if all Americans engaged in war work could look closely at these three divisions of the American Army

U. S. Army Photo

Lieutenant General Devers, Commanding General, European Theater of Operations, U. S. A., using portable recording machine, which records voice and sound on magnetic wire.

—The Army Ground Forces, Army Air Forces and The Services of Supply, as it is still designated in the ETO.

Ground Forces

After the Allied troops under the command of General Eisenhower embarked for Africa, other Ground Forces began to arrive in the United Kingdom, and the training was started for cross-Channel operations. This training included extensive maneuvers, in which American and British troops participated. These exercises took advantage of lessons learned in Africa and elsewhere. Axiomatically, any operation against the Continent from this Theater will be of an amphibious nature at the outset. Therefore, amphibious and combined operations occupy a large part of the intensive training program now in force, and by incorporating the experiences of our own task forces and those of our Allies in this training schedule, it is believed that the American soldier in the United Kingdom today is prepared to equal or even better the brilliant record of amphibious operations which have been carried through in other parts of the globe.

The activation of an assault training center during the past Summer was for the purpose of carrying forward this amphibious work to a point heretofore hardly imagined. Men are trained day and night in every phase of these difficult operations. The training is repetitious and thorough, so that under great stress men will act automatically in safeguarding themselves while destroying the enemy.

Also, it is important for America to know that the equipment of our soldier is the best in the World—and they know how to use it most effectively. Further, all of this training is of a battle innoculation type; that is, it is carried on under fire, and the service ammunition used is not only of small calibre, but also of all calibres which will be used in breaching the European Fortress.

These matters occupy men's minds; and as a consequence, in this Theater, amusements and sports are not so well developed as in the camps back home.

The behavior of these men is a matter of which America may be proud. It can be said most emphatically that in no war of the past has a force on foreign soil acquitted itself so well as the American soldier of today. The statistical reports for the past month show that an average of only 31 American soldiers, in one hundred thousand troops, were involved in general courts-martial cases. Further, sixty-two percent of the general courts-martial cases reviewed dealt with purely military offenses, such as disobedience of orders, absence without leave, neglect of duty and other similar Army offenses. An average of only thirty-eight percent of all general courts-martial cases reviewed for this period dealt with civil offenses.

That is to say, the rate of civil offenses was twelve soldiers out of a possible one hundred thousand for the month.

This is a remarkable record.

(*Continued on page* 126)

U. S. Army Photo

Members of an American fighter control squadron, ferried ashore from their transport by lighter, are greeted in England by women of the WVS (Women's Voluntary Service) with tea and crumpets.

The Army Ground Forces in 1943

"The outstanding achievement of the Army Ground Forces in 1943 is the development of reasonably adequate leadership."

by

Lieutenant General L. J. McNair

Commanding General, Army Ground Forces

WHILE the Army Ground Forces as an organized training agency here in the United States came into being only in March 1942, the training of our war ground forces actually began all-out in the Fall of 1940, with Selective Service and induction of the National Guard.

Thus the early divisions and supporting and service units would seem to have had a long period of training. Actually, however, they have given generously of their strength to expand the Army from a total of two million at Pearl Harbor to well over seven million today. Regular Army divisions each furnished cadres for two or three new divisions. National Guard divisions gave entire regiments, battalions, and smaller units to form the numerous task forces which established our theaters of operation all over the world. After such inroads on their trained personnel, the parent units received large numbers of untrained selectees, and began their training anew. Divisions and other units were built and rebuilt. Certain of the charter divisions only now are putting on their finishing touches in the long, and at times discouraging, process of training themselves for battle.

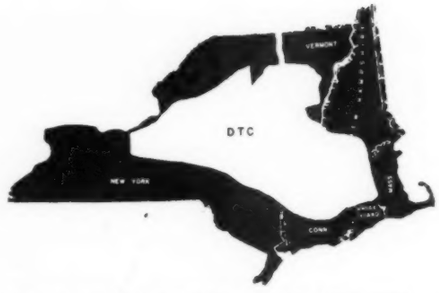
The original nine divisions of the Regular Army and eighteen divisions of the National Guard earned and re-earned the gratitude of the Nation, even before they left the United States, by making possible the great mass of units built from them.

With the present broad base of expansion, it now is possible to expand the ground forces without difficulty to the limit of our manpower and war need. We are over the hump in our ability to create new units.

1943 has seen much activity and much progress in the Army Ground Forces. In 1941 inadequate leadership was the most serious deficiency in our military war effort, in 1942 conditions in this respect were improved but still unsatisfactory, and in 1943 there has been further marked improvement. While many of our officers today are inexperienced and definitely in need of more training, it is fair to say that the key leaders are good; battle experience proves it. Where there are weaknesses, it is primarily a case of the right man not being in the right place. There now is a right man. While leadership surely will improve further, I believe that reasonably adequate leadership is the outstanding development of the Army Ground Forces in 1943.

1942 saw divisions leave the United States inadequately trained, because the situation demanded such action. Today departing divisions are ready for battle, except for those attributes which battle alone can give. There need be no misgivings as to their leaders, their soldiers, their equipment, and their training. The 45th Division sailed from the United States and landed in Sicily with but a brief sojourn in Africa. It fought beside the 1st and 3rd Divisions—both battle-experienced—and did not suffer by the comparison.

In 1943 training procedures and facilities improved in many major particulars. One noteworthy feature is the great maneuver



Area of the Desert Training Center shown superimposed on that of the New England States and New York. The Desert Training Center is in California, Arizona, and Nevada.

area in southeastern California and southwestern Arizona, which has been expanded greatly. It affords the utmost in toughening and realistic training. So far as practicable, every division now is being sent there before going overseas. Troops emerge ready for war's severest demands in the way of physical capacity. A similar training ground has been established in Oregon.

While the training of a unit begins in the comparative comfort of great modern camps, it culminates under conditions which, except for hostile fire, equal and exceed in severity those of actual campaign. Even hostile fire is imitated to a surprisingly realistic degree by the use of live ammunition.

While maneuvers currently are smaller than those of 1941, they still are large enough to develop the indispensable unity and teamplay of divisions and corps, together with the many auxiliary units. At the same time, the high command is tested and afforded an opportunity to function realistically.

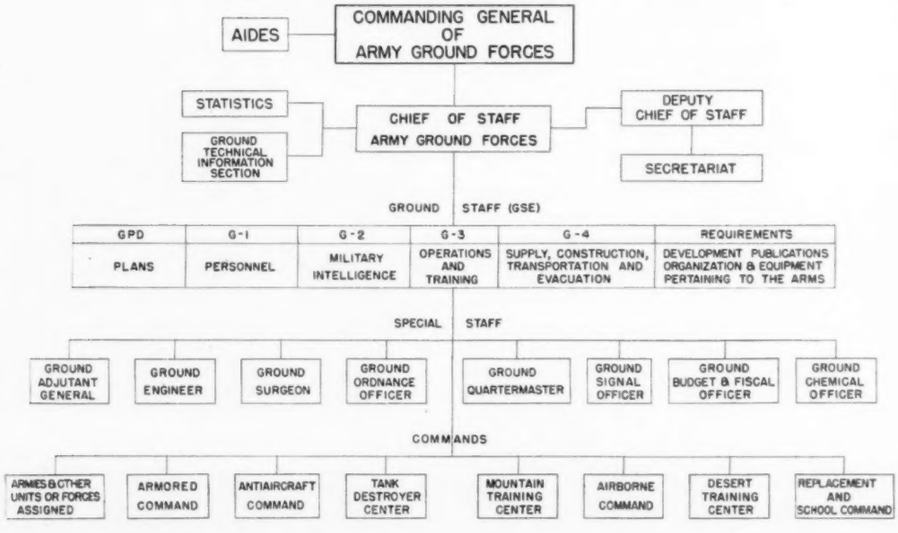
The curse of changing personnel in units persists, and probably will continue in some degree; but the personnel of departing units now is frozen habitually for a period of months beforehand, so that teamwork of even the small units may be perfected.

Marked progress has been made in providing replacements in adequate numbers and properly trained. This aspect becomes increasingly important as our operations increase in scope and intensity and casualties mount. Frequently since Pearl Harbor it has been unavoidably necessary to draw on going units for overseas replacements, but this regrettable practice shortly should disappear entirely and permanently.

While America's fighting experience thus far has been rather predominantly naval and aerial, ground forces now look back on Africa, Sicily, and Italy in the European Theater; on

(*Continued on page* 132)

Organization of the Army Ground Forces



Activities of the Northwest Sea Frontier

by

Vice Admiral Frank Jack Fletcher, U.S.N.

Commander Northwest Sea Frontier

THE Northwest Sea Frontier is the Navy's designation for a coastal zone that extends roughly from the California-Oregon line to and through the Arctic Ocean. This zone includes Alaska and Aleutian coastal areas, but does not include the area intervening between Alaska and the State of Washington known as the Canadian Coastal Zone Pacific (of British Columbia).

Included within the Northwest Sea Frontier are the Northwestern Sector and the Alaskan Sector. Each of these sectors has a naval officer commanding, who is a task group commander of the Commander of the Northwest Sea Frontier. Until recently the Commander of the Northwest Sea Frontier was also Commandant of the Thirteenth Naval District, part of whose activities are to supply and support the Northwest Sea Frontier.

Activities of the Northwest Sea Frontier in the second year of the war have been numerous and varied. With the establishment of new naval operating bases and air facilities from Attu to Oregon, much of the strain and anxiety of defending this greatly extended coastline and, consequently, the enormous areas behind it, has been relieved. Construction of a few of these bases was begun just prior to the present war, but the bulk of the construction has occurred after December 7, 1941.

Sea and air forces within this area were greatly limited, as they were in all our areas, at the outbreak of hostilities. Army troops for the protection of harbors and shore installations were also few in number. But, because of the far-flung nature of this Frontier and its extended supply lines, both Navy and Army forces available were even more than normally inadequate for the job at hand.

Prior to and following Japan's attack on Pearl Harbor, plans were set up by the Navy and Army in this area for joint action in defense of the region that was to be known as the Northwest Sea Frontier. These plans have been greatly improved and integrated since their inception. Liaison was established at the start with Western Defense Command, whose job was the defense of the eight Western States and Alaska, and with Canadian sea, air and land forces of British Columbia that were charged with defending the Canadian Coastal Zone. Thus, joint Allied action between our Navy, Army and the Canadians has been maintained for the defense of these contiguous areas.

One of the big problems of building up defenses in the Alaskan Sector was lack of shipping. Though this Territory was considered by many to be our Achilles Heel, and was known to be extremely vulnerable to attack by the Japanese, our war needs on other fronts, especially in other Pacific areas, made it impossible to allocate enough cargo vessels and escort vessels, not to mention planes, for our needs here. So the bottom of the barrel was scraped, and in most cases with makeshift and obsolete equipment the supply line was kept open to Alaska. This was one of the Navy's jobs.

In the meantime, of course, we had the job of defending the sea approaches to the coasts of Oregon and Washington, including the Columbia River and the Puget Sound regions, known as the Northwestern Sector. Here were miles of uninhabited coastline, ideal for the establishment of enemy beachheads; here were great war industries, an important aircraft factory, a big navy yard—likely targets for carrier-based enemy planes.

The Army dug in on the coast with what it had, and the Navy screened offshore with what it had. A few Coast Guard patrolled the beaches; Army and Navy patrolled the skies. A filter system was set up at a joint headquarters and information center under Army and Navy control, with civilian aircraft spotters augmenting the military and naval outposts and patrols. All these defense forces were slowly and painfully built up and trained into a well organized team.

Then the situation in the Northwest Sea Frontier was complicated by the Japanese seizure of the islands of Kiska and Attu in the Aleutian chain. A task force of the Pacific Fleet had already arrived in these waters in anticipation of the Japanese attack on Dutch Harbor in May of 1942. And while military and naval men did not regard these Japanese footholds in the Aleutians as constituting an immediate danger to the west coast of the United States, they had a certain local nuisance value, and the enemy activities there would have to be sharply contained and curtailed, or they could very quickly become the grave menace mentioned above.

It was necessary, therefore, to keep a task force in these waters, and to draw on the Northwest Sea Frontier for sea and air units to augment this force.

At this time I want to take the opportunity of complimenting the regional leaders of the Navy, Army and Coast Guard in my command for the initiative, resourcefulness and tireless energy they displayed in giving support to the common cause and the job at hand. The Canadians have been equally cooperative with their limited resources.

In the Alaskan Sector the job was particularly arduous. Not only was it necessary to build up defensive bases in a hurry under the handicaps of foul weather and extended supply lines, but it was imperative that these bases be able to support task force units operating in these waters as well as local units for patrol and escort. Problems of communication and transportation that were seemingly insurmountable were licked, but not without headaches and heartaches. Vast numbers of men, quantities of supplies and equipment were moved to Alaska in the face of continual storms and fog, and in waters that presented unlimited hazards to navigation. There has also been limited enemy submarine activity, and on some occasions, enemy air activity. But our loss in all this operation has been extremely negligible.

Because most military and naval men agree that "the best defense is a strong and daring offense," it became apparent soon that the defensive nature of the Alaskan bases must assume an offensive character for the successful waging of a war against Japan. Plans were forthright put into effect to carry out this purpose, and the building program in Alaska and particularly the Aleutians immediately assumed new and larger proportions. To expedite this program, naval construction battalions were sent to the Alaskan Sector to relieve the civilian contract in the building of these bases.

That the Seabees have done a good job can be attested to by anyone who has visited the scene of their activities. They have proved their worth in Alaska by taking their place alongside the famed Army Engineers in pioneering and developing shore-side installations.

When a Japanese assault force swept in from the western reaches to attack Dutch Harbor on 3 June, 1942, our most westerly base in the Aleutians consisted chiefly of a crude fighter strip on the Island of Umnak, 65 air miles from Dutch Harbor. Today, only a few months more than a year later, we have sea, air and troop bases all the way out to and including Attu at the end of the chain. We have engaged and driven off enemy task forces in the north Pacific area, driven the enemy from Attu and Kiska, greatly lessened if not lifted the threat of an enemy invasion of Alaska—and from our Alaskan-Aleutian bases have mounted successful air raids on the great Japanese naval base of Paramushiru at the end of the Kurile Islands. This, in addition to the development of bases and forces within the Northwestern Sector, has put us in an offensive position.

Supplying The Army

by

Lieutenant General Brehon Somervell

Commanding General, Army Service Forces

IN the transport of troops to the Mediterranean theater, and in their support after initial landings in North Africa, Sicily and Italy, the Army Service Forces in 1943 met its first large-scale test of the war.

Originally created as the Services of Supply, the Army Service Forces received its new designation March 12, 1943. Just as procurement of materials was the most pressing problem of the Services of Supply in 1942, transport and supply were the outstanding problems met—and solved—by the Army Service Forces in 1943.

The supply of theaters in various parts of the world by the ASF was no less difficult in 1943 than in 1942. More and more men and supplies were sent against the Japanese. New means of getting supplies to China were developed. Billions of dollars worth of war materiel was furnished to the United Nations.

This year more than 1,250,000 passengers were embarked by the ASF for overseas destinations. The monthly average of embarkations in 1943 increased 50 percent over the average for the preceding year.

For every soldier sent overseas, some thirteen tons of cargo were shipped in vessels in the service of the Army. The monthly average of cargo shipments in 1943 approximately doubled, as compared with the average for the preceding year.

To date the ASF has shipped overseas twice as much cargo as was shipped in the whole of World War I. The gross tonnage of ships under authority of the Transportation Corps is equal to one-third of the total tonnage of the U. S. Merchant Marine in 1939. It is almost as large as the total tonnage with which the German merchant marine entered the war.

Within the United States the ASF during the year moved a monthly average of 1,700,000 passengers by commercial carrier—an increase of a million passengers a month over the average for the preceding year. More than 76,000,000 tons of freight were moved within the continental United States—twice the monthly average for the preceding six months.

The Army Service Forces develops and procures all military supplies except those peculiar to the Army Air Forces. Through nine service commands in the United States and the Northwest Service Command it controls the administration and supply of all troops in training. It has been the personnel director for the Army in inducting, examining, classifying and assigning more than 6,500,000 soldiers.

Of the total Army personnel on June 15, 1,700,000 were ASF supply and administrative troops. ASF troops alone make up 20 percent of our total overseas strength. Almost one million civilians—more than twice the number employed in the motor vehicle industry in the United States in 1939—are employed in organizations under the control of the ASF.

While the transport of our overseas forces and their supplies by the Transportation Corps is perhaps the most spectacular of the operations of the Army Service Forces in 1943, achievements of the other ASF Technical Services are equally impressive.

Deliveries of rifles through the Ordnance Department in the first six months of 1943 more than doubled deliveries in the corresponding period of 1942. In the first half of this year the rate of production of small-arms ammunition was trebled, compared with the same period last year. Each soldier in our Army, if in the front lines, could fire 2,000 .30 and .50 caliber bullets at the enemy before running out of ammunition.

In the last war, the United States produced one piece of artillery for every 1,100 soldiers. In this war, the Ordnance Department is providing one piece for every 46 soldiers. In the first six months of 1943, American industry turned out almost 17,000 light and medium tanks. If all the bombs produced for the Ordnance Department were dropped at once on the nation's capital, more than 4,000 would fall in every block.

By March 31, 1943, the total cost of military construction by the Corps of Engineers at home and abroad, including maintenance and repairs, was close to ten billion dollars.

The Corps of Engineers has successfully completed the largest road construction job in the history of the world. In two years highways and roads have been built which, end to end, would encircle the earth.

The installation of telegraph, telephone, and radio communications for our forces throughout the world has been the gigantic undertaking of the Signal Corps. It has been necessary to expend $4,500,000,000 on radio and similar equipment.

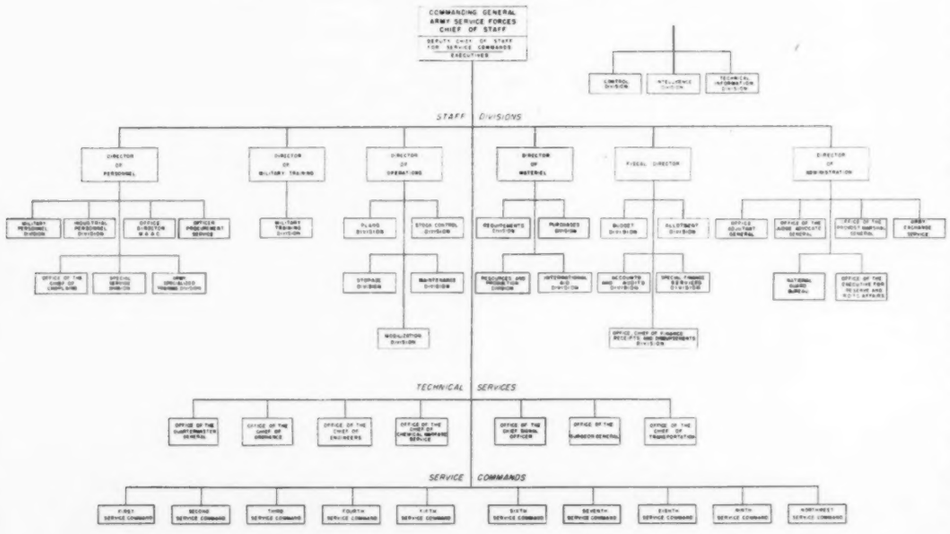
Under direction of the Chemical Warfare Service, sufficient gas masks have been produced to supply every man in the armed forces, as well as soldiers of other United Nations, and to care for any likely civilian needs at home.

At a daily raw-food cost of 61c per man, the Quartermaster Corps is spending $2,500,000,000 to feed our army in the present twelve-month period, and $2,300,000,000 to supply and maintain clothing and other equipment for our troops.

Thanks to the efforts of the Army Medical Corps, the Army death rate from all causes is now the lowest ever recorded—2.10 per 1,000 per year. In the North African campaign the death rate in Army evacuation hospitals was between 2½ and 3½ percent of admissions, the lowest rate of any army at any time.

Impressive as has been its 1943 record, the Army Service Forces is bending every effort to hasten the day of victory by vastly increasing the procurement of needed materials and in speeding up the movement of men and supplies in 1944.

Organization of the Army Service Forces



Allied Air Forces in the China Theater of War

by

Major General P. T. Mow

Deputy Director of the Commission on Aeronautical Affairs
Republic of China

WHEN China took up arms against Japanese aggression in 1937, she was possessed with an unflinching determination to fight for her national existence, but in point of modern equipment of war she knew well that she was inadequately prepared. The handicap in the lack of equipment was bitterly experienced by all branches of China's armed forces, most bitterly perhaps by her Air Force. Small and poorly-equipped, the Chinese Air Force carried on for years an air guerrilla warfare by employing the "hit and hide" tactics and through the superb courage and fearlessness of its pilots, was able to avenge the ruthless and indiscriminate bombings of the Japanese by taking a heavy toll of the marauders.

By 1941, the fifth year of China's lonely stand against one of the mightiest war machines in the world, the small number of combat planes remaining to the Chinese Air Force was rapidly becoming obsolete through over-use. This reduction in China's air strength contrasted sharply with the growing realization of the importance of air power in a modern war, both as an offensive and a defensive weapon. Therefore, the cash transfer, through the cooperation of the U. S. Government, of a complement of P-40 Tomahawks to the Chinese Government from the British contract was welcomed by the Chinese Air Force as a timely and substantial reinforcement, and the idea of securing trained American combat personnel to man these planes was conceived as the best and quickest way to put this renowned American aircraft into combat operation.

The recruiting of American flying personnel for combat services in China presented no difficulty. There were many brave and envisioned young men in the United States who had sensed the danger, not only to China but to America and to freedom throughout the world, in the ruthless and predatory course of the Japanese militarism. Not waiting to be called they volunteered and went forward to meet the enemy, prepared to sacrifice themselves, if need be, in order that the democracies might gain precious time and that countless other lives might be saved. With the blessing of the U. S. Government, more than three hundred American Army, Navy and Marine pilots and civilian and military ground crewmen were accepted into the Chinese Air Force in the spring of 1941 to form the American Volunteer Group whose members were later known throughout the length and breadth of China as the Flying Tigers because of their amazing exploits. Appointed as their commander was Colonel (now Major General) C. L. Chennault, for five years chief instructor of the Chinese Air Force and an authority on pursuit tactics. It was appropriate that the American Volunteer Group had as its honorary commandant Madame Chiang Kai-shek who was among the first to suggest the enlistment of American fighter pilots in the Chinese Air Force and who played an important part in the planning and execution of the scheme.

U. S. Army Photo

Chinese cadets receive advanced flying instruction under American instructors at Phoenix, Arizona. Checking over their range chart prior to flight are, left to right facing camera, Chen Hsing Yao, Chang Chin Lo, and Wang Young Chang.

The organization of the American Volunteer Group had hardly been completed when the Japanese staged their treacherous attack on Pearl Harbor. The initial reverses suffered by the Allied nations saw the swift fall of strategic strongholds in the Pacific one after another. By the spring of 1942, Burma had become Japan's next objective and China was in danger of being cut off from land and sea communications with the outside world. Protection of Rangoon, the only seaport for China's life line, the Burma Road, had become as much a concern of the Chinese as it was of the British. While Chinese ground troops were still poised on the China-Burma border, waiting to come to the aid of their British ally at a moment's call, the American Volunteer Group went into action in Burma as early as December 23, 1941, and during the entire Burma Campaign, bore the full brunt of Japanese aerial attack. Against great odds and under the most trying conditions, the Flying Tigers fought on to victory after victory. In the short period of four and a half months, they brought down and destroyed more than two hundred confirmed Japanese planes over Burma and Yunnan against their own loss of fifteen planes. The score showed that every one of the Flying Tigers was the match for thirty or more of the enemy. This splendid achievement gained world-wide recognition and the glory belongs to China and the United States alike. From this colorful example of Sino-American cooperation grew the true comradeship between the air forces of the two great nations which is ever present, regardless of whether it is in a joint project of air transportation or in a combined combat operation.

Maj. Gen. P. T. Mow

The need for an air transport route between India and China resulted from the loss of Burma to the enemy which rendered the Burma Road useless. China was virtually isolated from her allies at a time when aid was badly needed after long years of war of attrition. In the darkest hour of China's history the U. S. Army Air Forces stepped in to remedy an extremely precarious situation. With its vast facilities and rich experience the Air Transport Command established a regular air transport route between India and China shortly after the fall of Burma. Since then the assignment of transport planes to this route has been increased and improvement of the ground facilities made from time to time. Scores of Air Transport Command pilots make daily flights "over the hump" between India and China, flying at an average altitude of 15,000 to 18,000 feet in the severest weather conditions and under the constant threat of Japanese interception. It is true that whatever quantity of air-borne cargo they can deliver to China is small compared with the need of a nation at war and that until the Burma Road is reopened effective quantities of supplies cannot be brought into China. However, the cold courage and resolute endurance with which these pilots have applied themselves to the task of maintaining China's international air transportation will live in the minds of the Chinese people forever.

The American Volunteer Group in China has been inducted into the U. S. Army and reorganized as the 14th Air Force since July 4, 1942. This was more than a mere change in name. The U. S. Military Authority realized the value of the land bases in China in the final assault on Japan, and has lost no time in reinforcing its air contingent in China. With better equipment and stronger personnel the U. S. 14th Air Force has not only

(*Continued on page* 122)

India's Fifth Year at War

by

The Honorable Sir Girja Shankar Bajpai

Agent General for India in the U. S. A.

THE fifth year of the war of the British Commonwealth of Nations against the Axis imparts a new importance to India's role in it. As a centre of supplies, that importance remains undiminished. The expulsion of German and Italian forces from North Africa, in which divisions of the Indian Army played a vital part, has removed the danger from the West only to permit of intensified activity against Japan in the East; there is cause for satisfaction but not for complacency in the weakening of the Aggressor Powers. The dawn of victory illumines the horizon but its sun has not yet risen to its meridian.

A brief retrospect of India's contribution is, perhaps, the best approach to an estimate of its future. Production of materials of war and essential supplies continues unabated. In four years of conflict, the strength of the Army has multiplied twelvefold, by strictly voluntary recruitment, and now exceeds two millions; the Royal Indian Navy has increased thirteenfold and the Indian Air Force ten-fold. Even before the turn of the tide at El Alamein, the Fourth Indian Division had set up a unique record of achievement in two years of hard campaigning. Though it had suffered casualties equal to its normal strength of fifteen thousand, it had taken more than a hundred thousand Italians and Germans captive, to say nothing of losses in killed and wounded and in equipment which it had inflicted on the foe. Since El Alamein, in the drive of the British Eighth Army to Tunis, the Division has added fresh lustre to its renown. If the name of this heroic unit no longer figures in communiques from Italy, it does not necessarily follow that India's fighting men have been withdrawn from this theatre of war. As Allied operations in Southern Europe develop, more will be heard of the Fighting Fourth and, possibly, other emulous comperes. In a recent speech, India's new Viceroy, Lord Wavell, said: "Without the assistance of India both in troops and in material, we most certainly could not have held the Middle East, which has been, I think I can claim, the keystone of our present successes. It was India's troops that helped us hold not only Egypt but also Palestine, Syria, Iraq and Persia and for this the United Nations owe India considerable debt, which I am sure they will not forget." The Indian Army is determined to play a worthy sequel in the liberation of Europe.

Sikh anti-tank gunners in action against Axis forces in the African desert. "Even before the turn of the tide at El Alamein, the Fourth Indian Division had set up a unique record of achievement in two years of hard campaigning."

India Army Photo

Sir Girja Bajpai

In scale, if not in quality of effort, however, South East Asia is probably destined, hereafter, to become the principal centre of our activity. The creation of a new command in this region is undoubtedly a prelude to new and heavier blows against Japan. The fall of Singapore and Burma helped to create a legend of Nipponese invincibility and, perhaps, a consequential sense of pessimism over Allied prowess. The failure of operations against Akyab has preserved, if it has not deepened, the sense of disappointment. Though the victories of the American and Australian forces in the South West Pacific have done much to revive faith in ultimate victory, scepticism of the capacity and the will of the Indian Army to wage successful war against the Japanese forces in Burma persists in certain quarters. That an Army of a reputed strength of two millions should not already have accomplished the reconquest of Burma is represented as proof conclusive, both of lack of efficiency and of the will to victory.

This school of criticism seems to overlook certain elementary but important strategic facts. The size of an army cannot, by itself, transform steep and lofty mountains, wide rivers and swift streams, thick jungle and deep morass, in brief, natural barriers which through countless centuries have proved an insuperable obstacle to the passage of the invader, into terrain over which large forces can be moved and supplied and deployed for combat with tactical ease and assurance of success. The Japanese warriors, famed in jungle tactics, and flushed with sweeping victories, could not accomplish the feat of a successful invasion of India in 1942, when there was little in the shape of trained manpower and equipment to resist their onset. It seems only fair to reflect on the causes of their failure when assessing the military value of Indian troops. The admission that the Akyab campaign demonstrated Japanese superiority in jungle warfare is not to be construed as a confession that this inequality can never be redressed; the Wingate expedition, in which both British and Indian troops participated, provides evidence to the contrary. The lessons of defeat have been learned and the monsoon lull in operations devoted to intensive training. But Burma can never be reconquered by an attack across India's land frontiers in the same way that the Japanese overran the country from Thailand and Malaya; history cannot repeat itself in this

(*Continued on page* 146)

The 14th Air Force — China

by

Major General Claire T. Chennault

Commanding General, 14th U. S. Air Force

LESS than three years ago, the Japanese Air Force held unique graduating exercises for their bombardier classes. Flying out of bases in east-central China, they would hit Chungking, China's war-time capitol and, unopposed, bomb the scarred, rubble-strewn city. The Jap was then the aerial master of China. The helpless Chinese civilian was his target. Here in China, while their statesmen bluffed and lied, the Japanese Air Force developed and practiced the cunning techniques that culminated in Pearl Harbor.

The hopelessly outnumbered, poorly-equipped Chinese Air Force fought ably and valiantly. But bravery was not enough against the Jap aerial juggernaut. So a group of American pilots and technicians voluntarily came out to China to help stem the ruthless slaughter. This organization was called the American Volunteer Group. The A.V.G. did more than keep the Jap away from defenseless targets: they gained the valuable "know-how" of fighting the Jap in the air; knowledge that could only be gained in the "no-holds-barred" school of actual combat. These lessons were passed on to the Army, and they are still paying off in China, where our score today against the Jap is better than 9-1.

On July 4th, 1942, the war-weary and war-wise American Volunteer Group was dissolved and the Army Air Force fighters took over the task of holding China's aerial front while our bombers struck at their operating bases.

As an air theater, China presents many difficulties. Much of the terrain is not accurately mapped except in the minds of our pilots. It is at the tail end of the longest supply line in military history. Every ounce of gas, every bullet, every pair of socks is flown over one of the world's most dangerous mountain ranges. The weather conditions are fickle and almost unpredictable. The distances in China, and lack of good roads make communications another problem. Every advance base must be continuously supplied by air.

However, the China sector offers ample tactical opportunities. The Chinese Army still holds sections of the vital Hankow-Canton railroad, forcing the Jap to use his sorely needed shipping to supply his forces in Thailand, Malay, Indo-China, Burma and the Southwest Pacific. With his own lines extended, all of the myriad supplies needed to equip and maintain his frontier forces are relayed around the eastern and southern coasts of China. This is the exposed underside of the Jap line of communications; without it the Jap conquests in the Pacific could not exist.

The Japanese have long used China as a testing ground for their pilots and aircraft.

Army Air Photo

Mitchell medium bombers of the 14th Air Force recently swept over Laichokok, important Jap oil storage dump on the mainland opposite Hongkong. Large fires broke out immediately, shooting flames 3,000 feet in the air. Area at lower left is part of the city of Kowloon. Island to the left of smoke column is Stonecutter's Island, former British Naval Ammunition dump.

Their apparent plan now is to send their aviation replacement units to bases in north-central China. From these bases their fighters and bombers engage in advanced maneuvers against a live target before proceeding to more active theaters. In China, the Japs outnumber our forces from five or ten to one, but they pay dearly for their combat experience against our air force. Many Jap planes that were ear-marked for service in the Southwest Pacific and other important war theaters are only tangled wrecks in the rice paddies of eastern China.

First as the China Air Task Force—which was designated as the 14th Air Force on March 10th, 1943—the general strategy of the Army Air Forces in China has been to protect our supply route; keep the skies of China free from Jap raiders; and bring the terror of bombing to Jap troops, supplies and vessels that now infest Occupied China.

I am highly gratified by the performance records of the 14th U. S. Air Force. The combat spirit, the excellent training, and the superior equipment of our combat crews have combined to spell the end of Jap aerial superiority in China. We have seldom met this treacherous enemy on an equal basis numerically, but the 14th Air Force has yet to come out second best in any fight.

Due to the immense problem of supply, our missions have been comparatively small, but a greater proportion of our bombs and bullets have found their mark. Our men are rightfully proud of their combat record. Starting with only a fighter group, later supplemented by a squadron of medium bombers, we have grown to a separate air force using heavy and medium bombers to strike the enemy.

During 13 months of combat, we have de-

(Continued on page 146)

Army Air Forces Photo

General Chennault, left, with other officers of the 14th Air Force, inspecting a captured Jap Zero.

Lend-Lease in the Second Year of the War

by

Edward R. Stettinius, Jr.

*Lend-Lease Administrator**

WHEN the Lend-Lease Act was passed in March, 1941, it was designed to provide materials and war supplies to nations whose defense was considered vital to our own defense. After Pearl Harbor, the concept was expanded. Lend-Lease became an instrument of offense as well. Our allies adopted the principle, too; today, lend-lease is the means by which the resources of all the United Nations are combined to make possible the most effective prosecution of the war.

In this war, fought as it is with intricate weapons on a world-wide scale, armies and navies require vast amounts and varieties of munitions and supplies of all kinds. Because of the great resources of the United States we have been able to equip our own huge forces and, at the same time, furnish our allies with large volumes of munitions, food and industrial materials.

From March 11, 1941 to August 31, 1943, lend-lease aid,—goods transferred and services rendered—amounted to $15,235,000,000. Of this total, 51 percent consisted of munitions, 21 percent industrial materials, and 14 percent food and other agricultural products. The remaining 14 percent comprised shipping and ship repairs, the ferrying of aircraft, training of United Nations pilots in this country, and construction of plant facilities in the United States for the production of lend-lease goods.

Through August, 1943, with shipments steadily increasing, $11,899,000,000 of lend-lease goods had actually been shipped overseas. Thus, from March 11, 1941, to the end of that year, lend-lease exports were $741,000,000; in all of 1942, they were $4,878,000,000; and in the first seven months of 1943, they were $6,280,000,000. This expanding flow of goods has been made possible by our mounting war production and the increasing availability of shipping.

Great Britain has received the largest share of lend-lease supplies, while the Soviet Union is the second largest recipient of lend-lease aid. Through August, 1943, exports to the United Kingdom amounted to $5,227,000,000; to the U.S.S.R., $2,983,000,000; to Africa, the Middle East, and Mediterranean area, $1,657,000,000; to China, India, Australia and New Zealand, $1,394,000,000; and to other countries, $638,000,000.

The bulk of our exports to the United Kingdom has consisted of foodstuffs and raw materials, though guns, planes, tanks and other vehicles, ammunition and watercraft have also been prominent. The raw materials and industrial equipment we send her go to make finished munitions for delivery to the war fronts, thus saving valuable shipping space from the United States. The food is consumed by her armed forces and her workers behind the lines.

To the Soviet Union we have sent principally munitions, though the U.S.S.R. is now increasing its requisitions of food, machinery and raw materials. Shipments of munitions to the Soviets since the signing of the First Protocol (as the lend-lease arrangement with the U.S.S.R. is called) on October 1, 1941 have included more than 3,000 airplanes, 2,400 tanks, 80,000 trucks, 16,000 jeeps, 7,000 motorcycles, 109,000 submachine guns, 130,000 field telephones, and 75,000 tons of explosives. These items have actually arrived, as General Marshall's Biennial Report to the Secretary of War reveals, and we may be sure that they were used by the Russians to good advantage, first in slowing down the German advance and then in rolling back the Wehrmacht in the magnificent offensive which began last July.

Similarly, lend-lease supplies have been employed to good effect in the ejection of the Axis from North Africa, Sicily and southern Italy. The British Eighth and First Armies were partially equipped with lend-lease weapons as were the forces commanded by General Giraud and the small but doughty French army which battled its way northward from Lake Chad in the French Sudan. French naval units have been repaired and armed with the aid of lend-lease funds, and a French army of over 300,000 men, now being recruited in North Africa to fight for the liberation of Europe, is also being supplied with lend-lease equipment.

The flow of goods alone, however, does not reveal the full impact of lend-lease on the war in the Middle East and Mediterranean. A very important contribution has been the use of lend-lease funds in the development of supply lines. In this war, more than in any previous one, international supply is one of the central factors in military strategy. And lend-lease has helped to make possible the quick transportation of equipment where it is most needed. This service has included development of ferry routes for delivering lend-lease planes via Brazil and across the South Atlantic to Africa and the Middle East; expansion of port facilities in the Red Sea-Persian Gulf area; construction of a motor highway across Iran and the conversion of the Trans-Iranian railway into a major artery for carrying supplies from the Persian Gulf to the Caspian and thence to Russia; rehabilitation of the port of Massawa in Eritrea; construction of a pipeline from the Iranian oilfields across Iraq to the refinery at Haifa, Palestine; and expansion of the British-built refinery in Iran to increase the output of aviation gasoline for the allied air forces in the Middle East and India.

In the war against Japan, lend-lease has also played a significant part. Our aid has gone to the two theatres of operations, India and China, and Australia and New Zealand. Lend-lease has helped equip the Indian Army with specialized instruments of war which the local armament industry is unable to produce. Materials are also being sent to India, fast becoming a tremendous supply base for operations against the Japanese, to expand her port facilities and communications system. Shipments to China, which have entered principally by air, have included airplanes, critical tools and aircraft materials,

(*Continued on page* 146)

Maj. Gen. Lewis Brereton, USA, shown with Russian officer at a delivery point where American war planes are turned over to Russia. In the background can be seen hangars and fields where other planes are assembled, tested, and flown before being turned over to the Russians.

O.W.I. Photo through U. S. Army

*Since this article was written Mr. Stettinius has been appointed Under Secretary of State.

Shipping's Part in the War

by

Rear Admiral E. S. Land, U.S.N., Ret.

Chairman, U. S. Maritime Commission, and War Shipping Administrator

SHIPPING is the lifeblood stream of our war program. It is fundamental to strategy. Shipping potentialities influence every decision of the Allied High Command. It is a vital part to logistic problems. Maintenance of our troops abroad, success of invasions of Axis-held territory by the United Nations, life or death for whole populations—all are dependent directly or indirectly on the quality and quantity of shipping.

Best proof of the importance of shipping in this global war is the intensity of the attack waged on our merchant vessels by Axis raiders of all types. It has been a bitter struggle of stout ships and stout men against torpedoes, bombs and mines. It is too early to say that we have won, for the battle against our shipping continues. But we are winning. Our ships are sailing every sea, the Axis is being halted or rolled back, and our shipbuilders continue to deliver five or more vessels every day in an industrial performance that has no parallel.

The record being made in this war by our shipbuilders and merchant seamen has its roots in the Merchant Marine Act of 1936. By that legislation the United States Maritime Commission was created, and directed to rebuild our ailing Merchant Marine to a point of effectiveness in peacetime commerce and for national defense. The headstart in construction that was gained through the long range program initiated in 1936-37 enabled the Commission and the Country's shipbuilders to mobilize their resources for the enormous effort that was required when we were drawn into the war.

In 1941 the long range program had been increased in pace with the spread of war in Europe. By that time the sympathies of the Nation were clearly with the overrun countries of Europe and we had committed ourselves to their aid. The principle of lend-lease was set up in March 1941, and mushroomed from an export of $35,000,000 in war goods in June of that year to $155,000,000 six months later.

This increased volume of shipping put a terrific load on the United States Merchant Marine. Merchant fleets of the British Empire were withdrawn from commercial use and placed in war service. Too, our armed services were rapidly expanding and requiring more oceangoing ships as auxiliaries. Our shipbuilding facilities were rapidly becoming overburdened.

The Commission took bold steps. It put into production the Liberty Ship, the simply-designed, standardized vessel which became the backbone of our wartime merchant fleet. The first deliveries were made the same month that Pearl Harbor was attacked. Since that time nearly 1,500 have been delivered, seventy per cent of the total number of ships delivered in that 21-month period.

Integration of our shipping resources for war is divided roughly into three parts:

—Rapid construction of vessels for world-wide war operation of the United Nations.

—Centralization of control over our shipping in the Federal Government, and co-partnership with Britain in control of all United Nations shipping.

—Training and recruitment of operating personnel.

Early in 1942 the Commission was directed by President Roosevelt to build eight million deadweight tons of shipping in the year. New yards were built, new and shorter construction methods were developed, every shipbuilding record in existence was broken and the directive exceeded.

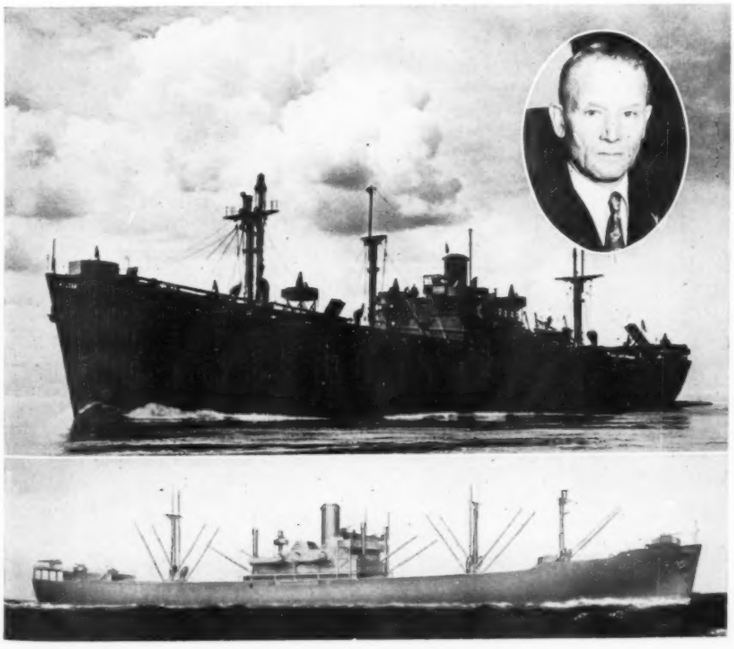
In 1943 ship construction reached even greater levels. A goal of 19,000,000 deadweight tons was set for the year, nearly two and one-half times the tonnage built in 1942 and almost 17 times that of 1941. In striving for the goal, shipyards continued to break records made the year before. More vessels were delivered in the first half of 1943 than in all of 1942. Average building time for a Liberty hit a new low of 41.2 days in September. Well over 1.5 million deadweight tons of shipping were being delivered monthly with the beginning of summer and the industry became geared to a yearly production of some 20 million deadweight tons for as long as the need exists.

Operation of the huge fleet has been given, for the duration of the war, to the War Shipping Administration. It is a shipping job of tremendous proportions, for WSA, in conjunction with the British Ministry of Shipping, also controls the operations of the entire United Nations shipping pool through the Combined Shipping Adjustment Board.

Manning presented great problems also. Five new ships every day means upwards of 200 trained men for their operation. To help meet this requirement the War Shipping Administration has enlarged its Training Organization and set up a comprehensive program encompassing all phases of seamen training. Schools for apprentices, specialized training, conversion of qualified seamen to officers and upgrading of seamen and officers are under the Maritime Service. Hundreds of young men are under training for Merchant Marine officers in the United States Merchant Marine Academy, its three basic training schools and five state academies. Sixty thousand men were in these training courses at various times in 1943.

Through this three-pointed program our war shipping has been integrated into an effective instrument for the war against the Axis. It has produced results that will be felt far beyond the time of victory. The war program will have fulfilled all the physical objectives of the Merchant Marine Act of

(*Continued on page* 145)



Upper — EC-2 Liberty Ship, the SS John Minto, returning from a successful trial run. Inset — Admiral Land. Lower — The new Victory type ship, designed by the Maritime Commission, which is now underway in mass production and will be ready for work next Spring. The Victory ship will be a faster vessel, with finer hull lines and equipped with turbine-gear propulsion machinery of more than twice the horsepower of the reciprocating steam engine used in the Liberty.

U. S. Maritime Commission Photos

Australia Wages 100 Per Cent War

by

The Right Honorable John Curtin, M. P.

Australian Prime Minister

IN manpower, in money, in arms production and in the voluntary curtailment of civilian living standards, Australia is waging a 100 per cent war.

Of her total resources, one-half is being devoted to the war, and the other half to producing the essential goods and services that keep a nation fighting.

From a total male working population of 2,529,000, as many as 842,160, or 33 per cent, have been enlisted in the three Fighting Forces, and 1,531,000, or 60 per cent, are engaged in direct or indirect war work. Only 117,000, or 4.5 per cent, continue to produce factory-made goods for civilian use.

Since the outbreak of war in Europe, the number of men in the Armed Services and direct war production has increased by more than 45 times—from 26,000 in August, 1939, to 554,000 just before Japan struck, to 1,181,000 today. To this figure can be added at least 350,000 indirect male war workers.

From 431,300 at the out break of war in the Pacific, the number of men who have been enlisted in the three Fighting Services has increased to 842,160. This is almost two men in every three of the male population between 18 and 40 and is the population equivalent of nearly 16,000,000 men in the United States and more than 5,000,000 in Great Britain.

At the outbreak of the Pacific war, 267,000 Australian men had volunteered to fight anywhere in the world with the Australian Imperial Force, the Royal Australian Air Force and the Royal Australian Navy. Today, the figure is 574,000—more than one in three of men between 18 and 40 and the equivalent of United States overseas forces of 10,000,000.

Employment in Government and semi-Government munitions, aircraft and shipbuilding works has now reached its required peak of about 90,000. These establishments employed 11,000 men when war broke out in Europe and 59,700 when Japan came in.

The number of men working on war contracts in private factories has also reached the required peak of 320,000. This field of war employment was virtually non-existent at the outbreak of the European war.

From Australia's total of 2,823,000 males of 14 years of age and over, 2,529,000—or 89.6 per cent—are either fighting, are doing direct war jobs or are in full-time civilian employment. Of the remaining 294,000, the great majority are students or men of 70 years and over.

When saturation point in the use of manpower for war was reached in mid-1943, Australia's war effort began to depend increasingly upon womanpower.

Today, nearly one in three of workers in Government and semi-Government munitions, shipbuilding and aircraft works are women. And nearly one quarter of Australia's 840,000 occupied women are now in direct war work, either serving in the women's auxiliary forces or producing munitions and other war equipment.

Home Front Planning

Economic planning on the Australian home front has enabled 742,000 men and women to be added to the Armed Forces and direct war production since the outbreak of the Pacific war.

The diversion from civilian pursuits of 627,000 men and 115,000 women—the population equivalent of 14,000,000 men and women in the United States and 5,000,000 in Britain—was only achieved at the expense of civilian living comforts.

In Australia's peacetime economy of mid-1939, approximately 549,000 men and women worked in factories and practically all of them made goods for the civilian market. Today, only 197,000 are left to satisfy civilian needs—a reduction of 64 per cent—but the total number of factory workers has risen to 733,000.

To ensure fair sharing of limited civilian supplies, rationing has been applied to critical goods, including certain foodstuffs.

The Services

Australian sailors, soldiers or airmen have fought on practically every battlefront of this global war.

Men and ships of the Royal Australian Navy have served in the Atlantic Ocean, the Indian Ocean, the North Sea, the Murmansk convoy route to Russia, Britain's coastal defenses, the Mediterranean, Singapore, Malaya and the Netherlands East Indies, and are now carrying on the fight in Australian waters and throughout the South-West and South Pacific areas.

Today, there are five Australian sailors for every one at the outbreak of the European war, and the number of ships they man has increased by 605 per cent.

Now at the peak of its strength, the Australian Army has been increased more than 14-fold since May, 1940; has been more than doubled since the outbreak of the Pacific war. The strength of the A.I.F., which is available for service anywhere in the world, is approximately double that of the home defense army.

Australian soldiers have served in Libya, Egypt, Palestine, Greece, Crete, Syria, Great Britain, Malaya, Ceylon, Java, Sumatra, Portuguese Timor, New Caledonia, New Guinea and Papua. And there is news that A.I.F. guerrillas are still active in Greece, Crete and Yugoslavia.

Members of the Royal Australian Air Force continue to strike at the Axis on practically all the world's sky fronts. Their global contribution to a global war is emphasized by the fact that the number of Australian airmen serving in Great Britain, the Middle East and India has nearly trebled since Japan entered the war.

From the outbreak of the Pacific war, the R.A.A.F. has flown more than 325,000,000 miles in operations in the South-West Pacific and training in Australia. During the same period, its aircraft have spent almost 3,000,000 hours in the air.

The manpower strength of the R.A.A.F. has increased by more than 30 times since the outbreak of the European war, and the number of its establishments by more than 50 times.

Munitions

Really intensive organization of Australia's munitions programme did not begin until mid-1940 after the British Army had lost nearly all of its equipment at Dunkirk.

Yet, by mid-1943, a nation which has not yet built a motor car, had, very largely from its own resources, fully armed and equipped its infantry divisions, which are largely mechanized, and built substantial reserves.

Australia's production range today includes cruiser tanks, combat warplanes, armored carriers and cars, destroyers, corvettes, harbor defense vessels and freighters, naval mines, aircraft bombs, and practically all types of ordnance and equipment needed for an army.

Peak production in munitions for the land forces has enabled further concentration of engineering capacity on aircraft production and shipbuilding.

Some of the world's most modern and hardest-hitting warplane types are now included in the ever-expanding aircraft production programme. On the eve of the Pacific war, only one operational type was in production. Today, the revised programme provides for several up-to-the-minute combat types and for further extensive planning on additional types.

Strategic Works

When the Japanese advance southward brought the frontiers of war to New Guinea and Papua, the Australian continent had to be converted rapidly into the major Allied offensive base of the South-West Pacific.

The job was given to the Allied Works Council which marshalled the entire construction resources of the Commonwealth, both public and private.

In the first nine months of its existence, the Council built 5,000 miles of new strategic highways—equivalent to a roadway from the

(*Continued on page* 122)

War in the Mediterranean, 1943

by

General, The Honorable Sir Harold R. L. G. Alexander, GCB, CSI, DSO, MC

General Officer, Commander in Chief 15th Army Group

ALLIED offensive strategy in the Mediterranean in 1943 has succeeded in achieving its prime objective — the elimination of Italy from the war as an Axis partner.

The accomplishment of this necessary preliminary step has been attended by the delivery of many disastrous and decisive blows at the main enemy which have helped to clear the way for the impending final death-struggle with Germany on the European continent.

Besides the defeat of Italy and the establishment of a foothold in Europe our successes in this theatre have resulted in the elimination of the Axis from Africa, the opening of the vital Mediterranean supply line to the Middle East and Far East, the acquisition of airfields which bring our strategic air forces closer to targets in Central Europe, and the destruction of a sizeable portion of the German army and air force.

From the Battle of El Alamein to the capitulation of Italy, the war in the Mediterranean has been a succession of events, some of which are unparalleled in history and expressible only in the superlative. The victory at El Alamein, which started the rout of Rommel's Afrika Corps, was made possible by the concentration of the greatest preponderance of armored superiority ever enjoyed by a British army and by one of the heaviest concentrations of artillery ever massed in a similar space in any battle. The advance across North Africa to Tunisia, following on the battle of El Alamein, was the longest sustained advance of any army against continuous opposition. Likewise, the retreat of the Afrika Corps from Egypt to Tunisia was the longest retreat of any army; a retreat which ended in a disaster, greater even than Napolean's wintry retreat from Moscow, involving not only Rommel's forces but also von Arnim's and resulting in the capture of the entire hostile army, a force of over a third of a million men. Finally, the unconditional surrender of Italy, when faced with the combined might of Allied naval, air and ground forces poised for invasion, is unprecedented in the history of fallen empires.

The accumulation of men and armaments for the opening battle in Egypt, the simultaneous mounting of a second expeditionary force in two continents to liberate North Africa, the maintenance of the two forces at immense distances from the arsenals and magazines and over ever lengthening lines of communication presented the greatest problems of supply ever experienced. That no man went unfed or unclad, no gun ceased firing for want of ammunition, no aeroplane was grounded for lack of fuel was the achievement of men in cities as far apart as Washington, New York, London, Cairo and Algiers.

Techniques in the employment of the combined arms of modern warfare have been developed by the Allies to a degree of precision not previously achieved by any combination of powers. The technique of air support developed in the desert without which the 8th Army could scarcely have achieved its success became the model for air support of ground forces in subsequent operations and was one of the outstanding factors in the success of the campaign. The rapid construction of forward airfields abreast of the advances of the ground forces made it possible to afford continuous air support and at the same time contributed materially to the attainment of air superiority, which increased progressively with each phase of the campaign. Artillery rose to its full stature as a dominating influence on the battlefield and time and again was the decisive factor in shattering enemy resistance in front of the infantry's defense. The technique of massing artillery fire, the methods of observation of fire and liaison within the infantry-artillery team reached so high a standard of perfection in these operations that it may be said that our tactics in this field are now superior to those of any army. Our armored forces have given a completely satisfactory account of themselves. Again, as at El Alamein, the principle of concentration was applied in the armored thrust which broke the back of enemy resistance in Tunisia. Lastly the most difficult of all military operations, a seaborne invasion, requiring the highest standard of training and the highest degree of coordination and cooperation to the most intricate detail between the Army, Navy and Air Forces, was carried out on the largest scale yet undertaken in the invasion of Sicily.

Much of the fighting in the Mediterranean theater over the past year has been strictly a job for the infantry. In Tunisia and in Sicily vast stretches of the battlefield lay in rugged mountainous country. There the infantry was as magnificent in storming precipitous heights in the face of withering enemy fire as they were in attacking with the armored formations in less rugged areas where the principles of fire and maneuver could be more fully exploited. The battle now raging in Italy is also principally an infantryman's fight due to the difficult terrain. Nowhere in any war have infantry faced sterner tasks and met those tasks with greater courage and ability than the infantry of the Allied armies in these recent campaigns on both sides of the Mediterranean. The achievements and the proficiency in arms of the forces in this theater during the past year are the results of long and arduous training, hard won and bitter experience gained in battle sometimes at the cost of temporary setbacks, an indomitable will to victory on the part of all ranks regardless of the costs and hardships, the capacity of the military leaders of the Allies to cooperate and work together to do the job; and finally, these victories are the tangible results of the enterprise and sacrifices of the people of the Allied nations to give to our armed forces the best possible equipment in adequate quantities for the task in hand.

It has been my privilege to command the Allied ground forces in all these operations. Since the formation in February of a single operational command for all the Allied forces in Tunisia, elements of the Army of the United States have formed a large part of the forces of my command.

In Tunisia the II United States Corps under Lieut. General George S. Patton played an important role in the offensive that resulted in the defeat of the Axis force facing the Eighth Army on the Wadi Akarit position and which caused the withdrawal of this force northwards to the Enfidaville line for the final defense of the Tunisian bridgehead. Following the enemy's withdrawal II Corps was moved to the extreme northern end of the Allied line. This movement laterally across the lines of communication of the British First Army, an extremely difficult maneuver, was speedily accomplished, enabling the final offensive to begin with a minimum of delay. During the operations in the extremely mountainous terrain of the North, Lt. Gen. Omar Bradley commanded the Corps in the final offensive for the capture of Tunis and Bizerte. The rapid advance of the II Corps to Mateur under very difficult conditions of transport and supply resulted in the fall of Bizerte and the surrender of Axis forces in the Northern Sector much sooner than had been contemplated in our most optimistic estimates and gave momentum to the collapse of the entire enemy defenses which followed soon afterwards. In this offensive the attack of the American infantry at hill 609 was spectacular. It was the capture of this feature which opened the way for the armored elements to Mateur. In the conquest of Sicily the American forces formed the Seventh Army under command of Lieutenant General Patton. As soon as the initial landings had been made and beachheads secured along the southern coast of Sicily, the Seventh Army moved rapidly to capture the western part of the island. When this task had been completed the army was then directed to turn and attack along the Northern Coast to drive the enemy into the Messina Peninsula to aid the attack of the Eighth Army which had been opposed in the East by the bulk of the German forces in the island. The pressure maintained by the American army along the

(*Continued on page* 122)

Greece in the War

by

The Honorable Emmanuel Tsouderos

Prime Minister of Greece

GREECE, small in size and limited in resources, could never be expected by students of statistics to play a major role in a world-wide conflict where millions of men, powerful fleets, and thousands of tanks and planes are involved. At least this was the opinion of the Axis, when in October 1940 Italy attacked Greece. The speedy conquest of Greece appeared inevitable, especially after the collapse of Poland, Norway, Holland, Belgium and France.

Yet the moral fiber of this little country and its amazingly prolonged resistance, not only gave to the world an outstanding example of the validity of the moral factor but also proved to be a major contribution in a war which subsequently found so many nations united in a common front against the Axis.

After the Italians had been driven from Greek soil and were in retreat before the Greek army, Germany had to come to the rescue. The Greek nation faced the Germans with equal courage and determination, knowing what the outcome must be, and with the end of the battle of Crete, which was the last Greek territory to fall, the Greek nation could truly say that it had resisted the Axis onslaught for seven months.

Strategists connecting the magnificent resistance of the Greek nation with the subsequent attack of Germany against Russia, have repeatedly pointed out that Greece made a major contribution in this war by upsetting the Axis time-table giving valuable breathing time to both England and Russia.

The military conquest of Greece did not mean the end of resistance for the Greeks never accepted defeat. While guerrilla bands and underground organizations continue to fight within the country, the Greek Government abroad has reorganized its armed forces which have been and are still taking an active part in the common war effort of the United Nations.

Despite heavy loss of manpower suffered by Greece during its defense of the homeland and the even heavier losses resulting from starvation and enemy executions, the Greek armed forces fighting abroad are proportionately greater than those of any of the smaller occupied nations of Europe.

Greece continues to participate in the war with her army, navy, air force and merchant marine. The first task of the Greek Government, after the fall of Crete and its arrival in Egypt was to reorganize the armed forces of Greece, and help win the war. The numerous Greeks abroad responded eagerly to the call of the Greek Government and joined the reorganized Greek forces, the nucleus of which was composed of Greeks who had escaped both before and after the Axis occupation. Before the call of the Greek Government, and indeed before Greece itself was involved in the war, all Greeks abroad, faithful to their democratic ideals, were contributing greatly with their communicative enthusiasm and multiform activities in the fight against the Axis.

The Honorable Emmanuel Tsouderos
Prime Minister of Greece

The first Greek brigade, completing its armament and training in time, was posted at the central point at El Alamein when the British Army started its offensive against the Axis. The Allied High Command expressed on several occasions its appreciation of the contribution of the Greek forces to that decisive victory. In that battle Greek troops again showed the spirit that had won world-wide fame for them during the war in Albania and Macedonia.

Later during the North African campaign a Greek commando unit, known as the "sacred company," took active part and was one of the first units to enter Gabes. This unit was named for a famous unit of the Peloponnesian Wars and the Greek War of Independence in 1821, whose motto was "Liberty or Death."

Other units are now in training to swell the ranks of the Greek Army. This Army, constantly increasing, is eager to take active part in the liberation of Greece.

Greeks have always been a seafaring nation. From the time of the Battle of Salamis, naval achievements in Greek history have been a constant source of inspiration. When Italy attacked Greece in October 1940, the Greek Navy made an important contribution by successfully convoying all the mobilized troops from the islands to the mainland. Units of the Greek navy were the first to enter the Adriatic during the early period of the war and shelled installations at the Port of Valona. When Germany invaded Greece most of the Greek warships were lost as a result of aerial bombing. The remaining ships, a few destroyers and submarines, reached Egypt with their officers and crews. Some of them had already seen action with the British fleet at the famous battle of Cape Matapan, which ended disastrously for the Italians.

The Greek navy reorganized and strengthened by new units obtained through lease lend agreements, continued its active participation in the war not only in the Mediterranean but also in the distant Indian Ocean, where Greek units carried out important missions at a time when Allied warships were needed elsewhere. One of the surviving Greek ships, the 32-year-old cruiser "Averoff," was on duty in the Indian Ocean for a long time. This ship has an historic place in Greek naval history as it was the first ship to bombard the Dardanelles at close range during the Greco-Turkish War in 1912, and also participated in the Balkan War of 1913 and the First World War. She is probably the oldest Allied warship still in service.

During 1942 and 1943 the Greek navy, fighting on at the side of the Allies, saw action during the Mediterranean campaign, in Tunisia, Sicily and Italy. In comparison with its size it has sustained heavy losses, the most recent being the submarine "Katsonis" and the destroyer "Queen Olga," both of which had accounted for many enemy craft before they were sunk.

The Greek navy is still growing and is carrying on the fight. I am happy to state that its latest addition is an anti-submarine vessel, which was donated recently by the United States Government to Greece and

(*Continued on page* 124)

Members of the Greek "Sacred Brigade" in North Africa, taking a rest, during the Tunisian campaign.

The South Pacific: A Year Of War

by

Admiral W. F. Halsey, U. S. Navy

Commander, South Pacific Force

THE year of South Pacific warfare that ended on August 6, 1943, had been a difficult one for the Allied forces. Looking back upon it, from initial set-backs to the moment when, at 1500 on August 5, last, our combined Army and Marine units, supplemented by our New Zealand, Australian and Fijian associates, completed the capture of our second Solomon Islands objective, Munda airfield, we can take deep pride in the knowledge of having achieved much against great odds.

It is an established military axiom that a firmly entrenched defender holds the initial advantage against an attacker.

Well aware of the odds to be faced, the newborn South Pacific Force moved against the lower Solomons on August 7, 1942. History shows that this force, then under Vice Admiral Robert L. Ghormley, accomplished its mission. Guadalcanal, Gavutu, and Tanambogo, were surprised in a perfectly timed, well-coordinated early morning assault.

Perhaps we should have wished to postpone our entry into the Solomons until a later date, when our strength in aircraft, ships and men would have been greater. It is no secret today that we had little choice in the matter. At the very moment that General A. A. Vandegrift's Marine shock troops swarmed the beach heads of Guadalcanal, the airdrome, now famed as Henderson Field, was receiving its final touches from enemy graders and rollers. Delay would have jeopardized the security of the islands to the south, as well as Australia and possibly New Zealand. We did not delay.

Then began the long, long struggle which can only end with the annihilation of the Japanese Imperial Army and Navy.

In the prosecution of the Pacific War, which encompasses almost 70,000,000 square miles from the Aleutians to New Zealand, and from the China Sea to the west coast of the Americas, we have now made an earnest offensive beginning. Our first year of South Pacific sea-warfare alone has accounted for what can be regarded as an impressive enemy fleet of combatant and non-combatant ships sunk and damaged in air and surface engagements since the inception of the Guadalcanal operations.

Our victories in 1942 included the Battle of the Eastern Solomons, August 23-25; Cape Esperance, October 11-12; Santa Cruz, October 26; Guadalcanal, November 13-15; Lunga Point, November 30-December 1. This year we can look with the satisfaction of a tough job well done in the initial Kula Gulf action, March 5-6; Battle of Kula Gulf, July 6; Kolombangara, July 12-13; Vella Gulf, August 6-7. We have made the waters of the middle Solomons costly and dangerous for the Japanese.

I regret that security does not permit a breakdown of submarine action in our theater. This much I can say without aiding the enemy: our underseas forces grow daily; they strike him hard and often, where it hurts most—in his military breadbasket. His attenuated supply lines which he must frantically guard in his efforts to pour more men and materials into his cracking perimeter-defenses, provide a 3,000-mile target for us. I call to witness the exploits of such submarines as the WAHOO—which disposed of a whole convoy of badly needed Japanese supplies.

In the air, our Navy, Marine and Army pilots, generally out-numbered but never outfought, shot down more than 1,800 enemy planes of all categories. We can say with pardonable pride that, on August 6, this year, one American was worth at least four Japs in aerial combat.

U. S. Navy Photo

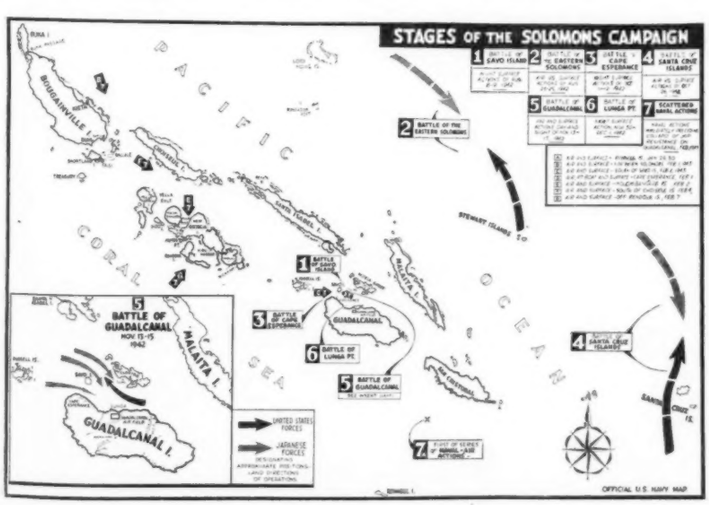
Admiral Halsey, left, commander South Pacific Force, reviews American troops from a U. S. Army truck at a Southwestern Pacific Base. To the right is Col. Glenn Cunningham, USA.

As our forces grow, we have been able to send heavier aerial concentrations into the skies against the enemy. The final days of our unrelenting onslaught against Munda saw more than two hundred aircraft bringing our wrath down upon his head in the form of high explosives, cannonfire and machine-gunning. The Jap found his own attempts at mass aerial attack devastating—to himself. Witness his rout on April 7, June 16, and June 30, on which three days he lost a total of 234 planes.

Early this year the South Pacific Force, which has always been and remains an integral part of the United States Pacific Fleet, came under the strategical command of General Douglas MacArthur. Each of us, he in his theater, and we in ours, had long been aiming at the same ultimate objectives. Coordination of our efforts was nothing new. This unity of command was the natural outcome of our northward progress. Throughout our entire South Pacific operations, Army bombers under General MacArthur's command played an essential role in the successes we attained here. Teamwork has always been of the highest order.

We have begun a new phase of the campaign

(*Continued on page* 145)



In March of 1943, the Navy Department released this map, recapitulating the campaign in the Solomons and assigning names for the various engagements.

Hawaii — Fortress of the Pacific

by

Lieutenant General Robert C. Richardson, Jr.

Commanding General, Army Forces, Central Pacific Area

THE unique position of Hawaii in the Pacific War was well described by Robert P. Patterson, Undersecretary of War, on his visit to this theater a few months ago. "Hawaii," said Mr. Patterson, "is the seaward bastion to the western approaches to our mainland . . . Hawaii's first line is far at sea, held by the continuous patrols of air and water lanes which guard these islands against surprise. The defenses of the islands themselves, strongly manned by garrisons in a high state of training, are heartening evidence of how much has been done here in twenty months of war. . . .

"But until peace comes again it is the defenses of Hawaii which must have our first attention. Then . . . it will be a peace unthreatened by sudden death from the skies. Till that menace is wiped clean from the western world, Hawaii will remain a battery of tremendous and overwhelming firepower, aimed at the heart of Japanese aggression."

America's fighting men and civilians in this area have a special interest in the victory over our Axis enemies, for it was here on December 7, 1941, that the Japanese struck the foul blow that plunged the United States into the war.

Since that day of Japanese infamy, Pearl Harbor has recovered to become an even greater, more active base of operations than before. And the Army has increased the fighting strength of these Islands many times. Many of the blows against the Japs already have come from Hawaii. The Battle of Midway was new and eloquent proof to the whole world—and especially to America's enemies—of the power that is concentrated in this part of the Pacific.

The internal situation in Hawaii is complex, but it has been utilized effectively and efficiently to contribute to the war effort to the fullest extent. Unique features of Hawaii's wartime operation include: a population of diverse races, one-third of whom are of Japanese blood, but most of whom are of American nationality; two large industries, sugar and pineapples, which, like the rest of the economic structure here, have not been disrupted by wartime operations, but are contributing to them in many concrete ways; the innovation of martial law for the attainment of a maximum amount of security for this vital theater; the existence of the first American volunteer civilian defense groups to work under an attack on U. S. soil.

The dangerous and potentially dangerous aliens and citizens have been arrested and interned by the Army and the remainder have proved on innumerable occasions that they are loyal to America. Unquestionably, the Japanese here entered the war under a cloud of suspicion from other races and have had to demonstrate their loyalty. They have done it by refraining from any acts that might cast suspicion on them or on their community. They are doing it in still other ways. Two examples come to mind. One is the response their young men showed when nearly 10,000 volunteered in these Islands for enlistment in a combat team of the Army which is now training on the mainland. They surpassed the Army quota. Only recently, the United States Treasury Department presented a citation addressed to "Citizens of Japanese Ancestry, Honolulu, Hawaii," in recognition of their direct donation of $10,340 for "Bombs for Tokyo." Their purchase of war bonds and their contributions to Army and Navy relief societies and the Red Cross are also high.

U. S. Army Photo

Lieutenant General Richardson addressing U. S. Army troops at an advance base. This photo was taken just prior to his assumption of command at Hawaii.

Martial law was established in Hawaii December 7, a matter of hours after the Japanese attack. Governor Joseph B. Poindexter placed the territory under martial law and suspended the writ of habeas corpus, leaving the conduct of governmental affairs in the hands of military authorities.

The civil governor's action was approved immediately by President Roosevelt. A sudden readjustment of civilian life was the result. Because of the danger of additional enemy air attacks, a nightly blackout was imposed. For additional safeguards of civilian communities and military installations, the military police joined forces with the civilian police and took over the territory's major police duties.

The Office of the Military Governor was established at historic Iolani Palace, seat of the territorial government, to supervise all civilian affairs, and an executive was designated by the Commanding General. General orders issued by the Office of the Military Governor became the "law of the land."

Before wartime Washington was completely geared to handle civilian affairs in the crisis, the Office of the Military Governor had installed its own warfront system of price and food control, had rationed gasoline and tires, adopted wartime labor policies, and regulated the importing and distribution of critical materials and supplies.

Aside from security, the primary task of the Military Governor was the maintenance and upbuilding of a steady stream of supplies to Hawaii. These tasks were met by the establishment and staffing of the food control, materials and supplies control, labor control, cargo and passenger control, and the planning and priorities sections of the Military Governor's office.

Hawaii's military government was something new in American governmental processes, but it is noteworthy that during absolute military control of the civilian community a majority of those administering the affairs of the Military Governor's office were civilians. Section heads and administrators were, for the most part, Army officers, many being civilians who had held reserve officer status and who were called to duty immediately.

With the declaration of martial law the civilian courts were closed. Trial of all offenses was handled by military commissions and provost courts, and legal procedure was geared to wartime tempo. Gradually, the functions of civilian courts were restored and when functions of the military government were relinquished to civilian authorities March 10, 1943, the writ of habeas corpus remained suspended and the military reserved the right to hear cases in which members of the armed forces were involved.

The transfer was made after a conference of military, civilian and cabinet officials in Washington. Many of the controls were passed back to the civilian government but martial law remained in effect.

Restrictions and regulations designed to safeguard the island's security are many, including rigid control over the movements and privileges of enemy aliens, chlorination of water supplies throughout the territory, and other special health and safety measures.

Generally, all orders and projects of the military governor are accepted with a mini-

(*Continued on page* 122)

Czechoslovakia's Struggle for Freedom

by

Msgr. Dr. Jan Šrámek

Czechoslovak Prime Minister

OCTOBER 28th this year would have been the 25th anniversary of the Czechoslovak Republic's resurrection from three centuries of slavery. But, alas, it can only be silently remembered and commemorated by my people at home in their German-oppressed country.

When the Czechoslovak nation proclaimed its independence in October, 1918, Thomas Masaryk, who was subsequently to become the first president of the Republic, was in Washington. This proclamation was the culmination of the long struggle which the Czechoslovak representatives abroad backed by the determination of Czechs and Slovaks at home who had fought against the oppression of the Hapsburg Empire and against the evils which as we were well aware would have befallen our nation in the case of a German-Austrian victory.

The ideal of democracy was the common bond of Czechoslovak citizens: The longing for the right to determine freely their way of life and to preserve and develop their cultural values. This was the internal force of unity and strength that established the Czechoslovak Republic as a country with a sound legal order based on the principles of democracy. But the integrity of our republic was a thorn in the side of Nazi Germany. Hitler and his Prussian minions could not tolerate a state which continued to defy the Nazi doctrines of totalitarianism and racial superiority and the mere existence of which was an obstacle to German expansion. And so when Hitler's plans were complete for achieving the domination of Europe and eventually the world the Nazi dictator set out to destroy our republic and to raze the democratic bastion which barred his way to conquest. The unreadiness of the great western democracies helped the Germans to their easy occupation of Czechoslovakia on March 15th, 1939. This was the real beginning of the second World War.

Now we fight again. President Benes and his government are fighting in the open, our people at home are waging an unequal struggle underground. The Czechoslovak Government in London is recognized by all the Allied Nations as the legal representative of the Czechoslovak people. A Czechoslovak Army has been formed in Britain. It is fully trained and equipped and awaits the order to go into battle. The Czechoslovak brigade on Soviet soil fighting at the side of the Red Army has earned the highest Soviet decorations by the valor of its members while another Czechoslovak unit shared the hardship and glory of the African battle with the Eighth Army. Our airmen flew side by side with the gallant men of the Royal Air Force in the Battle of Britain and with the RAF and AAF have since scored many successes against the Luftwaffe over British soil, over the seas and over German-occupied territory and have dropped many tons of bombs on Germany proper.

Erich Auerbach Photo

Msgr. Jan Sramek
Prime Minister of Czechoslovakia

My people at home have to fight with their bare hands against a cunning and brutal enemy and have done their utmost to make the life of the German aggressors as difficult as possible. Our densely populated country does not favor guerrilla warfare and the only weapons of our people are their spirit of resistance and unflinching determination to defy the enemy to impede his war machine and to gather strength for the day of liberation to come.

The Nazis have retaliated with unimaginable brutality but they have not succeeded in breaking the spirit of my countrymen. The Czechs disposed of "Protector" Neurath by defying his orders, boycotting his press, derailing trains and blowing up bridges, slowing down arms production and doing all possible to harass the army of occupation. Hitler recalled Neurath and sent his butcher-in-chief, Reinhard Heydrich, to "establish order." Heydrich first executed the Czech General Elias, premier of the so-called Protectorate Government, then shot or hung many hundreds of Czech patriots while tens of thousands more were sent to prisons, concentration and labor camps. But the Czechs did not surrender. Heydrich was shot in a Prague street and paid for his butchery with his own life. Then the Germans struck again. Heydrich's successor Daluege with Sudeten-German Hangman Frank initiated a campaign of slaughter on an unprecedented scale. 1288 Czechs, men, women, and children were officially reported to have been executed in reprisal for the assassination of Heydrich. Many thousands of others are known to have been arrested and though not officially listed as executed have not been heard of since. The villages of Lidice and Lezaky were razed to the ground, all the male adults shot, the women thrown into concentration camps, and 92 children dragged off to an unknown destination in Germany, while the Germans boasted of their savagery. It was a mass murder planned and carried out by the German Government and subsequently broadcast by radio and every channel of modern publicity. However, not even this barbarism could subdue the Czech Nation. The underground activities have continued with ever-increasing intensity as allied military successes bring the front across the threshold of Hitler's European fortress. The hearts of the Czechoslovak people beat faster with every mile of progress made by the Anglo-American and Red Armies and with every bomb dropped on German war factories by the gallant crews of allied aircraft. Our people are kept informed of our activities abroad and the news received from them proves them to be united in their confidence in President Benes and his government and in the determination to continue the struggle until the time of liberation. And with God's help, the day will shortly come when our republic can again set foot upon the path of freedom, peace, and true democracy.

A Czechoslovak N. C. O. trains with a Bren gun in Britain to take his place against the common enemy. The Bren gun, universally used by the British Forces, was invented in Czechoslovakia.

The Caribbean Defense Command

by

Lieutenant General George H. Brett, U. S. A.

Commanding General, Caribbean Defense Command

DURING the second year of war, the Caribbean Defense Command, reorganized into the Panama Canal and Antilles Departments, remained on the alert as watchdog of the Panama Canal and the southern approaches to the United States for the fourth successive year. The Air Forces and the Navy continued to be the first line of defense, while ground troops maintained a steadfast vigil to prevent an enemy attack on the Canal, the most vital link in the United Nations' chain of battlefronts.

To the east, Maj. Gen. Henry C. Pratt, commanding the Antilles Department, completed the difficult task of occupying the strategic Antilles and the northern coast of South America, an area embracing eight nationalities speaking numerous languages.

At the outbreak of war in Europe in the fall of 1939—the only military and naval installations in the Caribbean under U. S. control were in Puerto Rico and at Guantanamo Bay, Cuba. Then bases were acquired by agreement from Great Britain, the exiled Netherlands government and the governments of several Latin American republics.

The ink had scarcely dried on the agreements when the construction of air and military installations was started. Materials were literally poured into the defense sites. United States Army forces were landed and coastal and air defenses made secure. The first landing was made at Trinidad in May, 1941; the last troops disembarked at French Guiana in March, 1943, completing the defensive ring of outlying eastern bases encircling the Canal.

The principal arm of the Antilles Department is the Air Command. Its tactical mission, carried out with the Navy, is the patrolling of shipping lanes, providing air cover for convoys, and, in conjunction with the ground forces, guarding such vital installations as oil refineries and bauxite mines. Anti-submarine warfare — in an area where Purple Hearts are won combating what was one of the most active submarine theaters between the Americans and Europe — is carried beyond the shipping lanes by widespread air and surface patrols over the Atlantic Ocean and Caribbean Sea.

To the west, Maj. Gen. William E. Shedd, Deputy Commander of the Panama Canal Department, consolidated defenses extending from Guatemala to Peru. The Sixth Air Force and Naval Air Units, making full use of far distant bases, patrol the Pacific, permitting no ships to approach the Canal without proper identification. Its fighters are constantly on the alert to intercept enemy formations, while its heavy bombers are prepared to attack their floating bases.

Backing the Air Force in insuring the safety of the Canal, the Coast Artillery Command, since the outbreak of war in Europe in 1939, has manned its guns at remote jungle outposts, tracking all planes entering the defended area.

With the huge volume of anti-aircraft and seacoast defense construction — necessitated by the outbreak of hostilities—diminishing, the Coast Artillery Command has expanded an already intensive program of improving its combat efficiency. Coast Artillery troops, besides increasing their effectiveness with their primary weapons, are acquiring a greater knowledge and ability in the use and care of individual small arms. Training in jungle warfare, close-in and anti-sabotage defense, chemical warfare, camouflage and the use of demolitions has been stressed under realistic battle conditions to prepare the troops for action. Additional anti-motor torpedo boat batteries have been trained to protect harbors and other vulnerable facilities in the area.

During the past year, the Mobile Force maintained its day-and-night preparations to be instantly ready to handle any emergency that might endanger the security of the Canal. The Mobile Force embraces all the ground forces assigned to the Canal's defense, including the sentries who patrol the locks and other vital installations.

The close-in protection of this vital waterway—a prime factor in the flexibility of the United Nations' seapower as well as a shortcut on the extensive supply routes — is the principal mission of the Mobile Force. To insure accomplishment of this mission, its soldiers have been given intensive training in the tactics of jungle warfare. The Panama jungles are an ideal setting for a combat school, and all ground forces not actually engaged in tactical missions have been put through a rigorous jungle training course.

The Mobile Forces in both departments have been conducting concentrated jungle orientation courses for the personnel of other arms and services. Called "jungle life and survival," the instruction affords an introduction to the peculiarities of the jungle and a rudimentary knowledge of jungle lore. Hundreds have already taken this course.

An important innovation of the Caribbean Defense Command is the concentration on training Puerto Rican troops to man a number of installations throughout the area. As new troops are trained, continental soldiers are relieved for duty elsewhere.

Through a sympathetic understanding of the situation in the various countries where U. S. troops are serving, by cooperation in the exchange of military information for the defense of the western hemisphere and by giving assistance through training at service schools throughout the Command, a new high in inter-American relations has been reached. The close association between U. S. and Latin American officers and enlisted men at the various instructions centers, and the mutual esteem between North American soldiers and the citizens of the countries in which they are stationed, is a tribute to the practical application of the good neighbor policy in this area.

Despite the Command's being on alert status since the Rape of Poland, an amazing record has been achieved in keeping troops on battle-edge. Health is maintained at high standard and morale is exceptionally good.

The Panama Canal, the most important factor in national defense in this hemisphere, is being effectively guarded.

U. S. Army Photos

Above—Heavy tropical foliage camouflages a gun position at a base in the Caribbean Defense Command. Right—From this lookout post high in the Surinam bush country, the keen eyes of a soldier can spot any strange activity.

Protecting the South Atlantic Waters

by

Vice Admiral Jonas Ingram, U. S. N.

Commander, South Atlantic Force

THE beginning of the second year of the war for the United States found the South Atlantic Force, later designated the Fourth Fleet, embarked upon a tremendous expansion. I am proud that we have taken this expansion in our stride, and that the Fourth Fleet today is just as efficient, just as hard-hitting, fast-clicking a team as was the South Atlantic Force when it comprised only a handful of vessels.

About a year ago, orders were issued instituting regular trade convoys along the Eastern coast of South America to tie in with the world-wide system of Allied convoys. This was in addition to the ocean patrols and the other assignments with which the South Atlantic Force had previously been charged. The instituting of these convoys required the establishment by the Fleet Commander of an administrative headquarters in a principal Brazilian port. It required a considerable increase in administrative personnel, although all such increases have been kept to an absolute minimum. It required the establishment of shore facilities all up and down the East coast of South America, in order to support the combatant vessels and combatant aircraft assigned to the Fleet. It brought about a tremendous growth in the problems of logistics and supply, which problems were especially difficult because of the location of this Command at the extreme end of one line of supply from the continental United States.

From the operational point of view, the mission of the Fourth Fleet during the past year has been principally as follows:

1. To combat enemy submarines, both by protecting merchant shipping from their attack and by aggressively seeking them out and destroying them.

2. To intercept and if possible to capture enemy blockade runners and enemy raiders seeking to prey upon Allied shipping.

3. To be prepared at all times to meet and destroy enemy units which might enter the South Atlantic Ocean.

It is not possible to reveal specifically the type of action which the enemy has brought against us in this area nor the successes which either he or we have had against the other. It can be revealed, however, that our successes have far outweighed his, and that this was accomplished in the face of very strenuous and heavy attacks. While the enemy has not been eliminated from this area, it is certain that he cannot any longer enter it except at the risk of heavy losses, losses which will considerably exceed any damage which he can inflict upon us or our allies.

The area embraced by the Command is enormous, including a coastline longer than from the tip of Greenland to the Gulf of Mexico. We also team up with the British and cooperation between them and ourselves leaves nothing to be desired. Similar cooperation is needed and exists between the Fourth Fleet and neighboring United States commands.

President Roosevelt visits the Naval Air Station at Natal, Brazil, while enroute from Casablanca. In the Jeep are President Roosevelt, Vice Admiral Jonas Ingram, and, driving, Captain Moore, USA. President Roosevelt is talking to President G. D. Vargas of Brazil.

U. S. Navy Photo

Principally in matters of logistics and supply, but also in some part in matters of operations, it has been important to develop a close relationship with United States Army forces located in eastern South America and operating over the South Atlantic Ocean. Such a relationship has been developed and is being maintained on a very high level. In many instances the Army and Navy are sharing the same operational facilities. In such matters as medical treatment and hospitalization, the interchange of service and facilities is a routine matter. The borrowing and transferring of supplies and equipment between the Services is accomplished without the slightest difficulty, based upon varying needs and the changing situation.

Also, cooperation with our great Brazilian ally has assumed not only a military but also a semi-diplomatic aspect. In the military sphere we have guided and sustained the Brazilian armed forces in reaching the highest possible peak of effectiveness. At the present time, the Brazilian Navy is at sea performing valuable tasks in protecting shipping and destroying the enemy, thus relieving United States forces from duties which they otherwise would have to perform and freeing them for service in other theaters. The Brazilian airforce is rapidly growing in efficiency and has already assumed a large share of antisubmarine work along the Brazilian coast. The Brazilian Army, which is constantly increasing both its equipment and its efficiency, is active in guarding military facilities, American as well as Brazilian, in the protection of Brazil from potential enemy attack from whatever source and in training the expeditionary force which Brazil hopes to send to Europe.

The relations of the United States forces with the Brazilian Government and the Brazilian people are likewise excellent. Partly because of what we have done, the relations between the United States and Brazil today stand at an all-time high.

In order to accomplish all the missions outlined above, it has been necessary to send into the South Atlantic a considerable United States Naval force. The personnel who make up this force are doing a magnificent job under difficult circumstances. Many of them are on duty aboard small escort vessels which for reasons of space lack many of the comforts and even some of the necessities of normal life. They are at sea for long periods of time with relatively short intervals in port. Theirs is a very arduous task. Others of them are stationed at remote bases in areas which a short time ago were nothing more than jungle. All of them are fighting a tough war with resourcefulness and determination.

I have considered it one of the important functions of my Command to provide the utmost possible in recreational and welfare facilities for my officers and men. We have built barracks and camps on standards as consistent as possible with American standards of living. We have established hospitals and dispensaries, recreation halls, chapels and clubs. We have made great efforts to buy the best food available in the area and, where necessary, we have imported food both from

(Continued on page 143)

Northwest African Strategic Air Force

by

Major General J. H. Doolittle

*Commanding General, Northwest African Strategic Air Force**

IN the past, there have been many theories advanced regarding the use of air power in modern warfare. Ten months of actual combat operations in the Mediterranean Theatre have proved some of these theories and disproved others.

Originally, the air forces in this theatre were organized into separate units. Some months after the initial landings the R.A.F. and U. S. Army components were combined and reorganized into one composite force in order to facilitate the accomplishment of the air mission. The Air Forces were charged with three primary functions: first, the direct support of the ground Army; second, the support of the Navy and the defense of North Africa against enemy air attacks; and third, counter air operations against the enemy air force and operations against his production facilities, his supplies and his lines of communication.

The air organizations set up to meet the situation included the Tactical Air Force, the Coastal Air Force and the Strategic Air Force. The Tactical and Coastal Air Forces were to a large degree ' direct support of the ground and naval components of the combined operations. The Strategic Air Force was assigned the job of carrying the fight directly to the vital sources of the enemy's military strength. The Strategic's air operations usually struck targets far behind the enemy lines and were designed to reduce the enemy's desire and ability to resist. Occasionally, when the ground going was tough, the Strategic Air Force abandoned its primary strategic functions and operated with the Tactical Air Force in direct support of the ground forces. In Kasserine Pass when the Hun made his most desperate and for a time successful attack, the precision bombing of the Strategic bombers on the front lines assisted materially in turning the tide of battle and driving the enemy from the Pass. On April 6th, at a critical time in the Tunisian battle, the heavy bombers of Strategic sank two large ammunition boats carrying vitally needed ammunition to the Axis forces. These boats had gotten within five miles of Bizerte. Their sinking at this time had a very great effect on the course of the battle and speeded the final successful outcome.

The principal objectives of the Strategic Air Force, however, were usually far removed from the battle area and included a wide variety of targets. In addition to sinking and seriously damaging some two hundred enemy boats and destroying innumerable tanks, trucks and trains, the Strategic Air Force has to date destroyed over 3600 enemy planes for the loss of less than 600. Some 1600 of these were destroyed in the air and over 2000 were destroyed on the ground. The bombing of enemy airdromes with large formations of airplanes carrying fragmentation bombs has proved most effective. The fact that the Hun was being hurt was indicated by the extremes to which he eventually went in dispersing aircraft and in camouflaging both aircraft and airfields. This, naturally, interfered seriously with the efficiency of his operations. Dispersal always requires a fine compromise between security and operational efficiency.

Hq. NASAF Photos

A Flying Fortress of the Strategic Air Force unleashes its string of high explosives on Axis target below the clouds of Tunisia during closing stages of campaign. Inset: General Doolittle.

Continual bombing of Axis shipping, harbors, marshalling yards and critical points on roads and railroads seriously interfered with their operations and forced them on occasions to transport vital requirements of ammunition, fuel and food by air.

At one time the almost complete interdiction of surface transportation forced the enemy to supply the more vital needs of his beleagured troops in Tunisia by air. He employed several hundred JU 52's and ME-323's, his principal personnel transport and cargo carrying planes, in an air shuttle service across the Sicilian Straits. A carefully planned and coordinated operation broke the backbone of this air shuttle service. The planning included a careful analysis of the number, types, routes, schedules, escort, points of departure and destination of the transport planes.

The operation began with a P-38 fighter sweep which was sent out to intercept and shoot down as many German transport planes as could be located in flight. Next was a diversionary sweep of B-25's which found an escorted convoy of merchant vessels. The bombers got direct hits on two merchant vessels and sank a destroyer, while their P-38 escort shot down 15 of the enemy fighters protecting the convoy. Formations of B-25's and B-26's neutralized the airdromes in Sicily which were being used as points of departure by the hostile air transport, destroying many planes which were ahead of or behind normal schedule. A large formation of B-17's covered the airdromes in Tunisia, destroying

(*Continued on page* 144)

T. Sgt. Benito Herrera, of the Photo Interpretation Section of the Northwest African Strategic Air Force, points out to General Doolittle details of the damage caused by Strategic bombers in the harbor area at Palermo, Sicily. The hulk forming the background of the picture is a ship tossed high and dry on the dock by force of an explosion of a munitions ship hit by a bomb.

Hq. NASAF Photo

*Since General Doolittle wrote this article, the Northwest African Air Force has been incorporated with the newly organized 12th and 15th Air Forces.

Danish Resistance to Nazi Oppression

by

The Honorable Mr. Henrik Kauffmann

Minister of Denmark

THE 29th of August, 1943 has become a landmark in the history of Denmark. When the King, the Cabinet and the Parliament, in spite of the hardest pressure from the German authorities of occupation, refused to yield to demands for extended control of Danish affairs in order to check steadily increasing anti-German activities, General von Hanneken, commanding the army of occupation, declared a state of emergency. The King and the Royal family were interned at the castles of Sorgenfri and Amalienborg, and numerous politicians, scientists and other prominent patriots were placed under arrest. The occupation force assumed the executive powers vested in the Danish Government and Denmark was thus deprived of whatever had been left of autonomy in internal affairs after the occupation on April 9th, 1940.

The small Danish Navy was well aware of its responsibility in this situation. An order to try to escape to Sweden or scuttle the ships was given by Vice-admiral Vedel immediately before he was arrested by the Germans in the Navy Department. A grim fight ensued between German forces and the Danish officers and men at the Copenhagen Navy Yard, but the latter managed to scuttle most of the Danish warships, including two coast defense artillery ships, nine submarines and about a dozen destroyers, torpedoboats, and minesweepers. A few smaller vessels made their escape to Sweden.

It is reported that the commanding officer of a German detachment which had succeeded in boarding the cruiser "Ingolf" demanded that the captain hand over ten of its crew as hostages, as a guaranty that the ship would not be blown up. When the hostages had been taken and were about to be carried away, the captain gave a signal to which the whole crew, including the hostages, responded by jumping overboard; deafening explosions

shook the ship and many Germans were killed and wounded. Luckily all the Danish sailors were saved. The artillery ship, "Niels Juel," was attacked by German bombers when trying to force its way to Sweden. It was hit by bombs and torpedoes and sunk in shallow water. When the Germans boarded the now helpless ship, the flag was lowered while the crew sang the Danish National Anthem.

Since the invasion the Army had had only a small force under arms for training purposes. Nevertheless, the Royal Guards on duty at the castles and the other small garrisons in Copenhagen and in the provincial towns made desperate resistance and fought till the last round of ammunition had been fired, before they were disarmed. And the resistance of the population, the strikes and the acts of sabotage against the German lines of communication and German controlled industrial enterprises in Denmark only increased as a result of the drastic German measures.

The resistance thus displayed by the people of Denmark has justly attracted greater attention in the United States than anything that has happened in Denmark since April 9th, 1940. The fact that a country of scarcely four million inhabitants after three and one-half years of German military occupation still possesses vigor enough to cause the oppressor serious difficulties may well cause surprise. It should be understood, however, that these events in Denmark were not the result of a sudden change in feeling towards Germany. On the contrary, they were the logical consequences of an evolution which has been going on ever since April 1940.

When German motorized divisions invaded Denmark in the early hours of April 9th, 1940, without warning and in flagrant violation of a solemn treaty signed less than a year before, the Danish Army was not mobilized. Only a very modest force, unable to render more than a very feeble resistance, was under arms.

It would, however, be a mistake to believe that the Danes did not fight on the 9th of April. The small detachments at the frontier attacked the invaders immediately and successfully delayed the ad-

(Continued on page 120)

The Danish Training Ship "Danmark," which was at Jacksonville when Denmark was invaded. The officers and cadets placed themselves and their vessel at the disposal of the American Government. The offer was accepted and the "Danmark" has since been engaged in assisting in the training program at the United States Coast Guard Academy.

Wide World Photo

The Niels Juel which attempted to escape from Copenhagen to Sweden on August 29, 1943. She was sighted by German bombers, hit, and then scuttled on orders of her captain who was later court martialed by the Germans.

The Tank Destroyer's Part in the War

by

Major General Orlando Ward

Commanding, Tank Destroyer Center

THE man in the iron pants and a chain shirt, mounted on a Percheron, had his day. He rode at liberty over the populace and the opposing army. Much to his surprise and chagrin his day started to end when the longbowman came into its own. He did not at first realize this. Sir Smyth-Popum and his like no doubt tried to close with Robin Hood and his ilk but failed. Robin Hood and his friends had found it inadvisable to swap punches with Sir Smyth-Popum. There were cases, however, when the "Billy Conn" of Robin Hood's band, filled with fight and enthusiasm, would swap punches with Sir Joe Louis and go down in defeat.

No doubt certain people of the 12th century who had bet their all on the man in the iron pants, either as participants or as manufacturers of said pants, rushed to the current press with statements to the effect that all longbowmen were no good every time one of them was crushed under the weight of metal when his exuberance and confidence in his bow had led him to get too close. On the other hand, no statements appeared in the press to the effect that when all was said and done the longbowman got under Sir Smyth-Popum's skin.

There were no doubt people who advocated that the longbowman should always dig in and wait for the knight, but before long the knight found that it did not pay to be ambushed, and many a longbowman waited in vain for his prey. On the other hand, when the knights were over-aggressive the longbowman could hold in a hollow square and shoot them down as they came on.

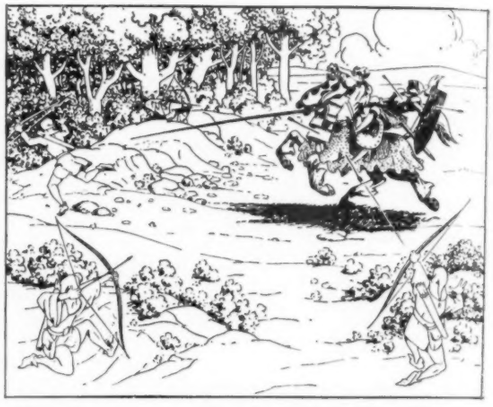
The pendulum of tactical use no doubt swung from one extreme to another. The gentry in the iron pants on one side and the longbowman in the green shirt on the other. Each accused the other of not knowing his business, particularly if he was uninformed of the facts of the case, but eventually the chain shirt and the iron pants took their place in the museum when fire arms came into general use.

Then came the sardine can, and eventually the self-propelled can, in which men are packed like sardines, called the tank. The never-ending race between armor and arms was on once more. Again armor roamed the battlefield at will, and the ill-equipped soldier in his "BVD's" surrendered in hordes to the iron monster, while its occupants realized the difficulty of accurate fire therefrom. Field guns were used against the iron man. Mines were developed to blow him up, but still he rumbled on, firing inaccurately in the general direction of the terrified enemy.

The obvious answer to this was a gun, which would maneuver to meet and then outshoot and penetrate the tank. One school of thought in the American Army conceived the idea that a self-propelled gun could make itself very "frequent" and very disagreeable to the tank. The old French 75 with a souped-up projective was mounted on a half track and became the first so-called M-3 tank destroyer. It went to maneuvers and rumbled all over the fields of Louisiana, Tennessee, and the Carolinas with impunity, as umpire rules gave greater credit to guns than to tanks, and there were no projectiles flying. An aggressive "go get-um" spirit was developed in the tank destroyer personnel.

These weapons first saw action in the Philippines, where they did yeoman service in beach defense and as artillery. Their only fault was that there were not enough of them. The Marines used a few of them at Guadalcanal, and stopped the Japanese counter-attack at the mouth of the Matanika River, where of the 12 Jap tanks used 10 were destroyed, one drowned, and one blown up as it tried to escape.

North Africa saw the tank destroyer in the fighting at Oran achieve great credit as a support weapon and as an assault gun.



The "Man in the Iron Pants" was doomed when the powerful longbow came into use by men who ambushed him.

Then came the fighting in Tunisia with over extended forces in big country depicted on little maps. We saw these self same tank destroyers, of necessity placed on independent missions, capture the town of Gafsa and at El Guettar, with a left hook, destroy four and capture six enemy tanks and within the next twenty-four hours, executing the same play, at Sbeitla, 100 miles away this same company destroyed another eleven enemy tanks with a total loss of one man wounded and one tank destroyer temporarily on the dead line.

We then saw the seesaw fight in the area around Fiad, Gafsa, Sbeitla, Kasserine, Thala, with tanks, tank destroyers, infantry and artillery fighting isolated and piecemeal action until the initiative was wrested from the Germans and the battle south of Gafsa took place. Here one battalion of tank destroyers, to quote from an observer, bore the

(*Continued on page* 118)

The M-10 Tank Destroyer with three-inch gun.

The M-3 Tank Destroyer with 75-mm gun.

The Thirteenth Air Force -- South Pacific Area

by

Major General Nathan F. Twining

Commanding General, Thirteenth Air Force, U. S. Army Air Forces

FLYING all but a small percentage of its aggregate air hours over water, the island-based Thirteenth Army Air Force has adapted itself to the unique, slam-bang war of the South Pacific. Its pilot personnel know everything from jungle Infantry tactics, to the instant recognition of the highly diversified Japanese shipping and aircraft found in this area. They have strafed and dive-bombed pillboxes during ground fighting on Guadalcanal and New Georgia. Time and again, they have dropped tons of bombs upon enemy shipping and air installations in the Northern Solomons. The average pilot of the 13th, popular belief has it, is three parts Army flyer, one part able-bodied seaman, and one part homing pigeon.

The Thirteenth Air Force has a record of steady growth in striking power against the Japanese. In joint operation with the Navy, its long distance, continuous air umbrella over the Solomons during our island-by-island advance saved the lives of many thousands of our ground forces. By bombing transports and cargo ships with regularity, it has frustrated innumerable Japanese attempts to reinforce these island bases. The overall strategy of the Thirteenth Air Force, like Joseph's coat of many colors, has evolved through need—its looseness and variety offers superior offense against an unorthodox enemy.

In a six weeks' period prior to July 16, airmen of the Thirteenth Air Force shot down 110 Japanese planes with the loss of only 12 planes, five pilots of which were saved.

In half of this period, or three weeks prior to July 16th, the Thirteenth Air Force dropped nearly a million pounds of bombs on Japanese positions in the Northern Solomons.

This series of raids, including attacks on Munda, while it was still in Japanese hands, on Kahili airdrome and on Bairoko, cost this Air Force only one P-40 fighter and one Liberator bomber out of the fighters and bombers participating.

In an earlier bombing raid on June 14, one Japanese destroyer was hit by several bombs and believed sunk, one corvette and one cargo ship were set afire and 15 Japanese fighter planes were shot down.

Maintaining a ratio of better than 4 to 1 over Japanese planes lost in combat, elements of the Thirteenth Air Force destroyed 375 Japanese planes in the air between August 22, 1942 and August 22, 1943. The 13th lost 94 planes in combat during the same period.

During the spring and summer, combat planes of this Air Force had a number of aerial battles with Japanese planes that attempted to raid our shipping and ground bases in the Northern Solomons. An outstanding performance was given June 16 off Guadalcanal, when the Thirteenth's score was 42 to 1.

It was in this battle that Lt. Murray Shubin of Pittsburgh, Pa., a P-38 flight leader, established his record of six fighter planes shot down within 45 minutes. Another ace-in-one day, Captain Elmer Wheadon of Los Angeles, Calif., downed five Jap fighters July 1.

Another fighter pilot of this command, Captain Jack (Trouble) Bade of Elk River, Minn., achieved acedom despite his troubles with the Japs. Once, knowing his guns were jammed, he dived into a formation of Jap Zeros to protect his wingman. Again, out of ammunition, he did the same thing. On both occasions, the Japs scattered before the fury of his passes.

Jap Zero destroyed at Munda. "Maintaining a ratio of better than 4 to 1 over Japanese planes lost in combat," writes General Twining, "elements of the 13th Air Force destroyed 375 Japanese planes in the air between August 22, 1942 and August 22, 1943."

Army Air Forces Photo

Major General Twining has been commander of the 13th Air Force since its organization January 13. On July 25 he was given command of the Navy, Marine, and New Zealand Air Forces in the Solomons. In accordance with the policy of rotating this over-all air command, it passed to Major General Ralph J. Mitchell, U. S. Marine Corps, in November.

General Twining and his then Chief-of-Staff, Brig. Gen. Glen C. Jamison, were enroute to their new headquarters in a bomber, 13 days after his Air Force was organized, when it crashed into the sea. Together with 13 others, they were adrift in rubber rafts for six days, until rescued by Naval flyers.

These two generals, with Brigadier General Ray L. Owens, of Spokane, Wash., who became Deputy Commander and Chief of Staff, July 27, 1943, Brigadier General Dean C. Strother, commanding the XIII Fighter Command, Colonel W. A. Matheny, commanding the XIII Bomber Command, Colonel George McCoy, Jr., commanding the XIII Air Force Service Command, and Col. James M. Fitzmaurice, Deputy Chief of Staff, formed the nucleus of leadership that has guided the Thirteenth both in its organization and in its tactics against the Japanese bases.

Other aces of the Thirteenth Air Force include Majors Robert Westbrook, Hollywood, Calif., and John W. Mitchell, Enid, Miss., Captains Thomas G. Lanphier, Jr., Detroit, Mich., Frank L. Gaunt, North Platte, Nebr., Lucian B. Shuler, Griffin, Ga., and Rex T. Barber of Culver, Ore., 1st Lieutenants Zed. D. Fountain, Hattiesburg, Miss., Besby F. Holmes, San Francisco, Calif., Joseph J. Lesicka, Westmoreland, Calif., Cotesworth B. Head, Jr., Walnut Creek, Calif., and the late William F. Fiedler, Jr., of Akron, Ohio.

Unique among the Air Forces abroad is the dash of color that is added by the Thirteenth's locale—the South Seas—and the adventure stories of lost pilots and crews whom natives have assisted to regain civilization. Epic among them is the story of Lt. Wallace L. Dinn, Jr., of Corpus Christi, Tex., who was shot down twice and recovered before he failed to return from a third mission and was officially listed as missing in action. The first time he was shot down, he made his way back with the help of the natives.

Another adventure was that of Major Thomas J. Classen of West Depere, Wis., and his bomber crew of nine men who were listed as missing in action for 6 weeks, 16 days of which they spent in life rafts at sea, before they were rescued from a South Pacific island where natives had cared for them.

Anti-Submarine Warfare In Eastern Sea Frontier

by

Vice Admiral Adolphus Andrews, USN

*Commander Eastern Sea Frontier**

PROTECTION of shipping within a range of about 300 miles from the Atlantic Coast from Maine to Florida and the destruction of enemy submarines are the primary tasks of the Commander Eastern Sea Frontier, whose secondary tasks are closely integrated with those of the Army forces along the Atlantic Coast.

On March 10, 1941, Vice Admiral Adolphus Andrews assumed his duties as Commander North Atlantic Naval Coastal Frontier, with Headquarters in New York City. The Area of this Frontier was extended in February 1942, at which time the name was changed to the Eastern Sea Frontier. Before we entered the war, his immediate tasks were to organize all available sea and air forces under his command, and to work out plans with the Commanding General of the Eastern Defense Command for the establishing of a Joint Army-Navy Control and Information Center at Headquarters.

By December 7, 1941, the Eastern Sea Frontier was ready for war insofar as plans were concerned, but adequate forces were sadly lacking. The organization of the newly-formed Frontier had been completed, the machinery for joint Army-Navy operations had been set in motion, and standard patrols for air and surface craft in very limited numbers were immediately put into effect. In addition, plans were completed for the protection of shipping by means of specified sea lanes and harbor defenses.

Unfortunately, the heavy demands made on the United States Navy by the developments in the Pacific and in the North Atlantic had so depleted the coastal patrol forces along the eastern Atlantic coast that the defenses existed largely in a token sense. For example, on December 7, 1941, the forces available to the Commander Eastern Sea Frontier included only twenty small surface vessels possessing neither the speed nor the fire power necessary for waging war against submarines, and a small number of planes—most of which, for one reason or another, were unsuited to the tasks assigned. Planes from the Army's First Bomber Command were fitted into the Frontier organization to supplement our naval air strength, and the Army air wing was placed under the command of the Commander Eastern Sea Frontier. These slender forces, Army and Navy planes and surface vessels, were to be used in the defense of an area of 700,000 square miles. Through this area passed a larger volume of shipping than that contained in any other comparable area of the world.

For one month after war broke out neither the organization nor the material strength of the Frontier was tested by the strain of enemy action. Not until January 11th was the first vessel sunk by a submarine in our waters. From that time forward, for the next six months, the history of this Frontier is the history of intensive submarine warfare off this coast.

At first the enemy was able to take quick advantage of our great material weakness. Thirteen ships were lost in January, fourteen in February, twenty-seven in March, twenty-four in April. In three and a half months seventy-eight vessels were sunk in these waters.

History and experience have demonstrated that the convoy system is the most effective defense against the submarine, but the limited number of escort craft assigned to the Frontier made the establishment of convoys impossible during these months.

Resort was had to other measures in an attempt to solve the problem imposed by our numerical and material weakness. Shipping lanes were brought as close inshore as safe navigation permitted. These lanes were constantly patrolled by all the available surface and air forces. Ships were directed to sail only during daylight hours, breaking their voyages at night in the protected anchorages that had been built along the coast. As the intensity of the attack increased other methods of defense were adopted. Civilian planes and all available small boats were placed in service as observers and to keep down submarines. During the worst days all tankers were held in port; small local defense vessels escorted merchant ships around the most dangerous areas such as Hatteras.

All these defensive measures in combination certainly reduced the rate of our merchant losses, but in themselves they could not eliminate the threat of a determined, efficient, well trained enemy who struck in greatly superior strength. The defeat of such an enemy waited solely upon the development of our own striking power. By May sufficient forces were assigned to the Frontier to warrant the introduction of the convoy system from Key West to Hampton Roads. Shorter links—from Norfolk to the Delaware, from the Delaware to New York, from Boston to Halifax—completed the protective chain for merchant vessels moving from one end of the Frontier to the other.

The effect of this system of protection, implemented as it was for the first time by forces of some strength, was immediately felt. Diminishing returns were obtained by the enemy throughout May, June and July, despite the fact that during this time the submarines were operating within the Frontier in ever increasing number. In July 1942, it is estimated that eight U-Boats were present in our waters every day; but in July only two merchant vessels were sunk by torpedoes.

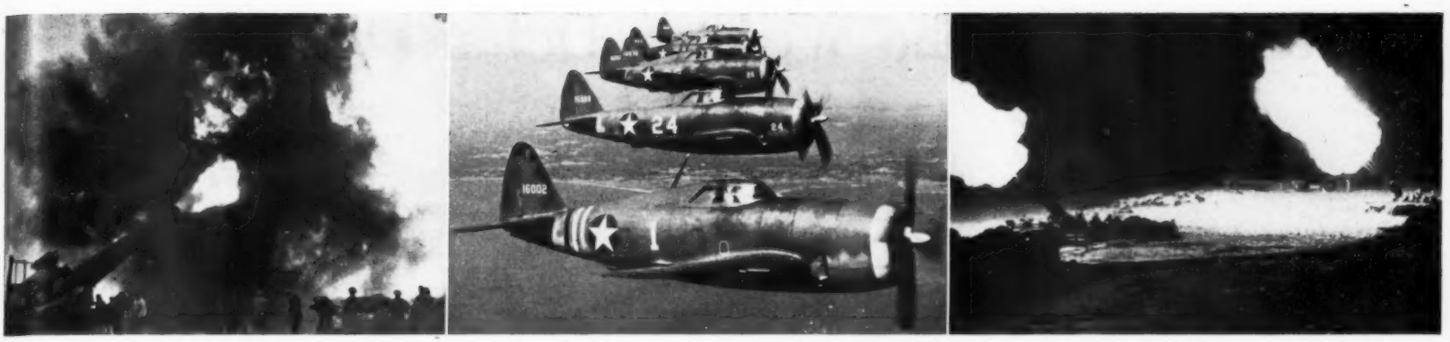
(Continued on page 151)

Vice Admiral Andrews was Commander of the Eastern Sea Frontier until November 1, 1943, when he was retired. He was succeeded by Vice Admiral William F. Leary, USN.

A signalman stands by ready to receive a message from a passing merchantman. The destroyer is escorting a United Nations convoy somewhere in the North Atlantic.

Inset: Admiral Andrews.

U. S. Navy Photos



Some activities of the Eastern Defense Command. Left, One of the 16-inch guns at Ft. Tilden, Rockaway, Queens, N. Y., speaks a warning to would-be intruders. (International News Photo). Center, P-47 Thunderbolts of the First Air Force. (First Air Force Photo). Right, Night firing of 90-mm AA guns. (AAA Command Photo).

The Eastern Defense Command

A Review of Its Operations

by

Lieutenant General Hugh A. Drum, U. S. A.

*Commanding General, Eastern Defense Command and First Army, Chairman, Inter-American Defense Board**

General Drum

THE four Defense Commands, into which continental United States is divided, are the focal points of vast military responsibilities. This type of military organization is unique in the Army's colorful history. It involves the large-scale protection of home fronts against enemy attack from without, and protection against espionage and sabotage from within.

The Eastern Defense Command alone involves an area stretching 2500 miles through sixteen states from Maine to Florida, together with the important bases of Bermuda and Newfoundland. It is charged with the mission of safeguarding an area vital to the United Nations war effort, an area whose industrial capabilities were tremendous before Pearl Harbor and are almost unbelievable today.

The operations of the Eastern Defense Command today have two distinct phases—military and civilian. These phases differ solely in the type of person ultimately affected. One affects the troops who guard the eastern shores—the air force, the antiaircraft artillery, and the seacoast sectors—the other affects over 55 million civilians in all walks of life.

Let us first consider the civilian responsibilities of the Eastern Defense Command. Not only is the seaboard a vast industrial area, but it contains great military and naval installations. It has tremendous shipping facilities—docks, shipyards, and ports unequalled in the world. In total, the area covered by the Eastern Defense Command offers unequalled incentives for direct attack, sabotage, espionage, and subversive activities.

Protection against attack by an armed force is one thing; protection against sabotage, espionage, and subversion is something quite different. The solution to the first mission is obvious, but the solution to the latter must come from special powers, since no military commander can assume command of a civilian situation without proper authority. Such authority for the Commanding General, Eastern Defense Command, came from President Roosevelt in February 1942. Executive Order 9066 authorizes the establishment of military areas, from which any and all persons deemed dangerous to national security may be excluded by the military commander having jurisdiction, and with respect to which the right of any person to enter, remain in or leave the area is made subject to whatever restrictions may be imposed by military authority. As stated by the President in his proclamation, the successful prosecution of the war requires every possible protection against espionage and sabotage.

The area covered by the Eastern Defense Command was designated as the "Eastern Military Area," the defense activities of this area being directed by the Commanding General of the Eastern Defense Command whose headquarters are at Governors Island, New York, with the First, Second, Third, and Fourth Service Commands and Military District of Washington as administrative and enforcement agencies. Inavluable assistance has been rendered by the Federal Bureau of Investigation, State Governors, and Civilian Defense Agencies.

At the outset, the Commanding General, Eastern Defense Command, announced that there would be no mass evacuations or wholesale exclusions from the Eastern Military Area. Nearly one million alien enemies resided within the Eastern Military Area at the outbreak of the war. A certain number of these persons have been excluded. Most of those excluded have been naturalized citizens, but 18 per cent are native-born Americans judged dangerous to national defense. No person has been excluded without concurrence by the FBI, representatives of the Department of Justice, and several groups of responsible Army officers, including the Commanding General of the Eastern Defense Command.

The February 1942 Executive Order was only the beginning of military control over civilian activities within the Eastern Military Area. It has been followed by five Proclamations issued by the Commanding General of the Eastern Defense Command. The first Proclamation directed the commanders of the four Service Commands within the Eastern Military Area to assume control over all lighting close to the seaboard. Then, in July, 1942, control of civilian flying was instituted since these activities jeopardized the air defense of the Area. Civil flying training, together with photographic, news, commuting, pleasure, and other miscellaneous flights were prohibited, but flights by authorized civil carriers were not restricted.

Further proclamations created "Prohibited" and "Restricted" zones, the former consisting largely of military and naval

(*Continued on page* 152)

*Since writing this article, General Drum has retired from the Regular Army active list and accepted appointment as Commander of the New York State Guard.

Report from the Western Defense Command

by

Lieutenant General Delos C. Emmons

Commanding General, Western Defense Command

AS the war's second year draws to a close, the Western Defense Command finds itself with two of its major missions accomplished under the planning and direction of my predecessor, Lieutenant General John L. DeWitt.

These missions were:

1—Reduction of Japanese bases in the Aleutians—driving the enemy from Attu and Kiska to rid the North American continent of enemy forces. This mission was a joint operation with the Navy, and the Kiska phase was given valuable assistance by troops from Canada.

2—Evacuation of 110,000 residents of Japanese ancestry from strategic military areas of the West Coast—a mission completed during 1942, the first year of the war.

The mission of the Western Defense Command is the protection of the Pacific Coast against all forms of enemy aggression.

On 11 May 1943 after preparatory bombing, an amphibian task force supported by naval and air forces launched an attack against the Japanese held island of Attu. The attack was initiated at Massacre and Holtz Bays and occupation of the island was completed on 30 May after our forces had overcome stubborn resistance from the enemy garrison of approximately 3,500 troops.

On 29 May Secretary of War Stimson listed the U. S. casualties on Attu as 127 killed, 399 wounded and 118 missing—much lighter than had been expected.

Reoccupation of Attu by U. S. forces cut off enemy-held Kiska and restored to the United States a strategic base within striking distance of the Kurile Islands.

Attention was next concentrated on Kiska. Following a long period of softening by intense air action and naval bombardment the island was occupied on 15 August 1943 by United States and Canadian troops. These forces, however, discovered that for the first time Japanese resistance had cracked under pressure as the enemy had evacuated before the final attack.

With the Japanese definitely out of the Aleutians, the West Coast's military situation was materially improved. Instead of the Japanese threatening the United States mainland from Attu and Kiska, our occupation of those strongholds placed us in a position to threaten the Japanese mainland.

Transfer of persons of Japanese ancestry from strategic military areas on the West Coast was completed by the Army on 1 November 1942 at which time they became the responsibility and care of the War Relocation Authority.

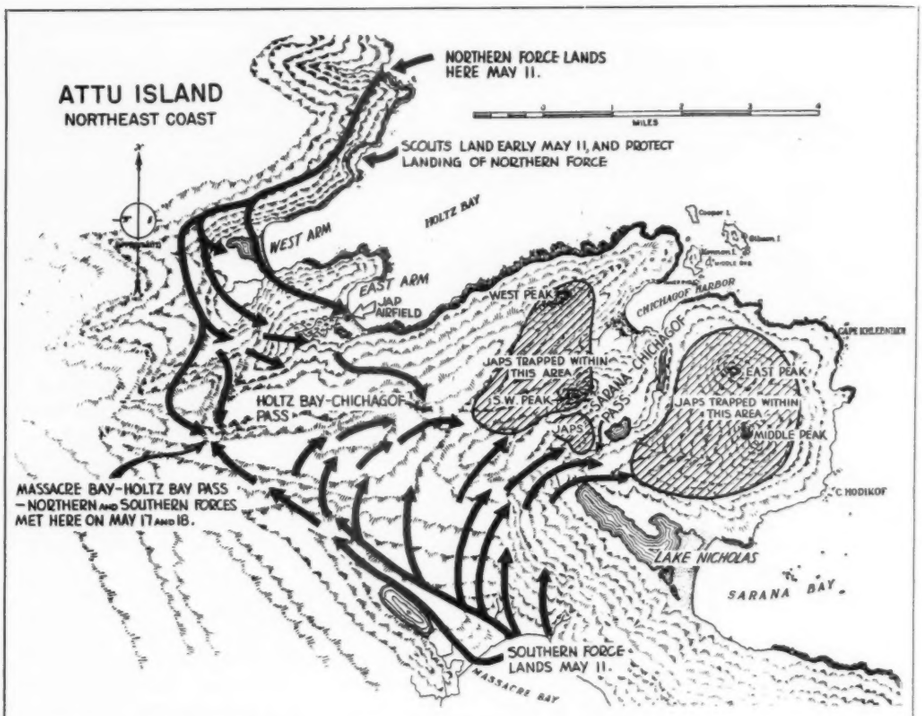


Chart showing the course of military action on Attu Island. By May 30 the Japanese were eliminated from the areas in which they were trapped by our combined forces.

The first phase, that of transferring the evacuees from their homes to assembly centers, was completed on 5 June 1942.

The transfer from assembly centers to relocation centers was effected without incident, on time and with a proper regard for the comfort of the persons moved. Evacuees were divided according to their peace-time residence and in this order transferred to their new homes.

In all, 110,599 persons of Japanese ancestry were affected. The history making character of the movement attracted public attention to a degree exceeded only by actual operations on land, sea and in the air.

The evacuation was an achievement without parallel in the nation's history. Never before had military necessity dictated such a program.

Upon assuming command of the Western Defense Command on 18 September 1943 I was aware that the future of the Japanese evacuees was a subject of much conjecture.

The following statement was immediately issued:

"The reasons which prompted the evacuation of persons of Japanese descent from areas on the Pacific Coast were based on considerations of military necessity and internal security.

"The military situation which then existed has materially improved. However, the possibility of enemy action in this area remains real. The Japanese fleet and air force remain in existence and they still constitute a serious threat.

"While this threat persists no persons of Japanese ancestry will be permitted to return to the evacuated areas except with the express approval of the War Department.

"Such approval will not be given at the expense of national security.

"The general policies which have been inaugurated, developed and maintained in the Western Defense Command with respect to persons of Japanese descent will be continued until in the military situation there is a further substantial change."

Amphibious Warfare in the Pacific

by

Rear Admiral Francis W. Rockwell, U. S. Navy

Commander, Amphibious Forces, Pacific Fleet

JUST a year ago the Journal issued a volume under the title "United States at War." A careful study of its table of contents fails to reveal any mention of amphibious warfare either in the Atlantic or the Pacific. Every other major (and related) activity was thoroughly covered. This is probably indicative of the general lack of appreciation, at that time, of the vital importance of amphibious operations both in the Pacific and European areas.

The Fleet Marine Force had, for several years, been engaged in developing and perfecting the technique to be used in "Landing Force" operations, and consequently were ready with the answer to a great many of the difficulties which have to be overcome in landing troops on a hostile shore and establishing a bridgehead. Our early experiences at Port Moresby, Milne Bay, Guadalcanal, Noumea and other outlying island bases served to develop the ways and means of meeting the almost insurmountable difficulties which must be overcome in large scale overseas operations not only in the initial assault but also in the subsequent landing of occupational troops, the development of air fields, and the continued supply of large forces operating from bases which were absolutely devoid of those port facilities which are so essential for the protection, unloading, and rapid turn around of large numbers of supply ships. Our defeat of the Japanese invasion forces in the battle of Midway emphasized the vulnerability of large formations of slow speed ships operating in an area before control of the sea had been obtained, and the wholesale employment of land based air forces in the Solomons area emphasized the fundamental necessity for maintaining control of the air whenever continued and progressive operations are in progress.

Concurrently with the above, an extensive training program was undertaken and facilities were enlarged to provide for the joint training of both Army and Marine troops as well as the related naval activities required for the assembly and training of large numbers of landing craft crews, communication teams, air, ground, and naval liaison teams, transport quartermaster schools, etc., together with actual combat loadings of transports and landing exercises on exposed beaches.

One has but to take a glance at a map of the Pacific to realize the tremendous distances involved in relation to the West Coast of the United States. A closer study of the areas which involve amphibious operations will focus attention on the extreme variations of climate and terrain to be found therein. In the Aleutians and Kuriles the severity of the climate limits operations to the summer months, with protracted periods of heavy fog, unpredictable storms from variable directions; air support is extremely limited due to unflyable weather; islands are mostly mountainous, uninhabited, and undeveloped; water temperatures are such that they will kill a man in twenty minutes exposure; almost constant rain, wind, and cold necessitate heavy, waterproof clothing, footgear and sleeping bags of special design; the terrain is such that all heavy equipment will bog down at the beach, no wheeled or motorized equipment can be used until roads are constructed, and during the assault phase all supplies, ammunition, etc., must be moved forward by hand; distances and lack of bases are such that a combination of ship-to-shore and shore-to-shore operations must be employed; suitable landing beaches are few and far between, hydrographic information is either lacking or unreliable. In the Central

(*Continued on page* 149)

U. S. Navy Photo

Planning an amphibious action. Seated at headquarters of Vice Adm. Thomas C. Kinkaid, USN, commander North Pacific, working out details for the landing at Kiska, are: seated, left to right, Rear Adm. Francis W. Rockwell, USN, commander, Pacific Amphibious Forces; Admiral Kinkaid; Maj. Gen. C. H. Corlet, USA; Lt. Gen. Simon B. Buckner, USA, Commanding General, Alaskan Defense Force; Maj. Gen. G. R. Pearkes, RCA, General Officer Commanding-in-Chief, Canadian Pacific Command. Standing, Comdr. R. E. Dennison, USN, Chief of Staff to Admiral Rockwell; Capt. O. S. Colclough, USN, Chief of Staff to Admiral Kinkaid; Col. Carl I. Jones, USA, Chief of Staff to General Corlett; Brig. Gen. J. L. Ready, USA, and Brig. Gen. E. D. Post, USA, Chief of Staff to General Buckner.

Left, U. S. Army and Navy amphibious forces board an LCM at an Aleutian base for the drive against Kiska. American transports lie offshore, ready to take their places in the invasion convoy.

Right, First wave storms Rendova. Attacking at the break of day in a heavy rainstorm, the first Americans ashore huddle behind tree trunks and any other cover they can find as they begin the advance inland. Rendova was taken June 30, 1943.

U. S. Navy Photos

Northern Air Outpost – the Eleventh Air Force

by

Major General William O. Butler

*Commanding General, Eleventh Air Force, U. S. Army Air Forces**

OUR Asiatic enemy, Japan, in his bid for world conquest, made his approach to continental United States through the Aleutians. This operation began with the abortive attack on Dutch Harbor early in June 1942. His expeditionary force was vigorously met and repulsed by elements of the Eleventh Air Force in co-ordination with United States Naval Forces. For the next ten months the Eleventh Air Force pounded this treacherous foe whenever and wherever he was to be found on Kiska and Attu, and so effectively attacked his line of communications including supply vessels, that these forces were practically isolated from the home land. They were reduced to living underground like moles. Their airplanes were destroyed by our fighters as fast as they arrived. Their so-called conquest was worse than useless as a military factor.

In May 1943, the Kiska Island occupational force was by-passed by a task group composed of ground forces, naval forces and Eleventh Air Force units that destroyed the enemy on Attu Island. The last desperate attempt to aid the Attu garrison by a formation of sixteen bombers, was intercepted by Eleventh Air Force fighters based 250 miles to the east—only four of those enemy airplanes escaped destruction in their retreat toward Japanese territory through the Aleutian fog. The ground forces completed annihilation of the Jap at Chichagof Harbor on Memorial Day.

During the first six months of 1943, elements of the Eleventh Air Force released in excess of 3,000,000 pounds of bombs on the enemy at Attu and Kiska. Since the fall of Attu, this deadly air power was concentrated on the Kiska installations in an ever increasing tempo. This is only natural and in line with the growing might of the Army Air Forces as evidenced in every theater. Relentless and powerful, these strikes were not designed to "soften the enemy up," but to destroy him. A total of almost 900,000 pounds of bombs were dropped on Kiska during July alone.

The first four days of August brought 450,000 additional pounds of bombs on the enemy. Demolition, general purpose, incendiary and parachute fragmentation bombs were released from high level, medium level, deck level and dive approaches; fuzes ranged from instantaneous to long delay. Liberators, Mitchells, Dauntless Dive Bombers, Lightnings and Warhawks engaged in co-ordinated and determined attacks on the principal Kiska installations and concentrations. On 4th, August elements of the Eleventh Air Force dropped 152 tons of bombs in 141 individual sorties, in a carefully timed day-long attack.

The Jap could depend upon the irregularity of the timing and power of air and naval assaults. On 22 July '43, the Theater Commander directed a co-ordinated air and naval attack on Kiska targets and concentrations that unleashed 575,000 pounds of bombs and projectiles on the enemy. Many of the bombs were fuzed for long delay and their release vigorously pressed home by bombers and fighter-bombers of the XI Bomber Command and XI Fighter Command during the period 0838W-1755W. Units of the United States Naval Forces poured 205 tons of projectiles into selected targets during the period 1450W, 1520W. Fleet Air Wing Four bombed its assigned objectives that night. The co-ordinated 22 July '43 assault on the enemy was the heaviest to that date, though just one of the many powerful and irregular but frequent attacks executed to destroy him. During days and nights of poor visibility, United States Navy war vessels and elements of Fleet Air Wing Four harassed the Jap by bombarding and bombing him at unusual hours, such as 2300W, 0100W, 0230W and 0400W. Eleventh Air Force units dropped hundreds of bombs on the Nip through the overcast on time and direction runs from Kiska Volcano peak. These relentless and vicious strikes, which consistently increased in intensity, culminated in a situation that made Kiska Island absolutely untenable.

Bombs from 11th Air Force planes smash a Jap military installation during the enemy's occupation of bases in the Aleutians. It was bombing of this type that weakened Attu and drove the enemy from Kiska.

Army Photo

Army Signal Corps Photo

Major General W. O. Butler, left, conferring with Col. William O. Eareckson in front of 11th AF Headquarters.

In the landing of assault troops in the southern sector of Kiska on 15 August '43, the force reached its primary objectives without opposition, proceeded to consolidate its position and dispatched reinforced patrols to Gartrude Cove area and Middle Pass area without meeting a single enemy. Debris found evidenced evacuation several days ago. Approximately ten tons of small arms ammunition was discovered on Lawson Hill. The northern assault force made an unopposed landing on Kiska on 16 August '43, proceeded to its primary objectives and dispatched reinforced patrols as far south as Main Camp and Submarine Base without meeting a single enemy. The unopposed occupation of Kiska Island on 15 August '43 is a striking example of co-ordinated air power and naval power—no enemy encountered—no casualties.

The Eleventh Air Force is now the northern arm of a gigantic Army Air Forces' pincer, slowly closing on the Japanese Empire in co-ordination with the Seventh Air Force in the Hawaiian Islands, the Thirteenth Air Force in the Solomon Islands, the Fifth Air Force in New Guinea, the Tenth Air Force in India and the Fourteenth Air Force in China. Elements of the Eleventh Air Force had already by-passed Kiska to strike at the strong Japanese military and naval installations on Paramushiru and Shimushu in the Kuriles—his north flank. On 10 July '43,

(*Continued on page* 147)

*Major General Butler commanded the 11th Air Force until the first part of September, 1943, when he was succeeded by Major General Davenport Johnson.

The Service Force, Atlantic Fleet

by

Vice Admiral Alex. Sharp, USN

Commander, Service Force, Atlantic Fleet

THE Service Force Atlantic Fleet was originally known as the "Train"; its function was, and is, to accompany the Fleet to furnish logistic support and to secure and prepare the advance bases to be occupied. The original idea was for the Fleet to operate as a whole against the enemy, implying a great logistic effort.

The Atlantic Fleet and its component parts were put on a war basis for over a year before our actual entry and a series of bases were organized and served under the direction of the then Commander of the Train (later Service Force), Rear Admiral Randall Jacobs. Admiral Jacobs was relieved by Vice Admiral F. L. Reichmuth and he, in turn, by the writer.

The original concept has been modified by the scope and strategy of the present war. The division of the Atlantic Fleet into numbers of task forces of various compositions and missions and the present ability to use outlying or overseas bases has affected the original setup. Now, except where fueling at sea is required, it is not necessary that supply vessels of this force accompany each convoy or task force.

The task of the Service Force is to furnish services of all kinds to all Atlantic Fleet vessels and the task forces thereof, to other task forces as may be required and also to the outlying bases.

The services furnished outlying bases are in accordance with agreements between the armed forces of the United States and the Allied Nations. Joint use of facilities and media of supply simplifies procedure and avoids duplication of effort. The watch word is "cooperation" which, as always, has proved an effective business principle.

Logistics—supply of the fighting forces—has assumed, in modern warfare, an essential place by reason of the size and the highly technical character of modern navies and armies. Naval supply is no longer that of the 18th Century, when vessels remained at sea for months on end, and then returned to port simply to re-victual and water. Fleets today not only require victuals, but need vast quantities of petroleum products for the engines of the ships and airplanes, all conceivable kinds of ammunition, repair parts, spare parts, accessories, and vessels for salvage, upkeep, supply, and repair. During the recent Sicilian and Salerno operations, there were over three thousand vessels engaged.

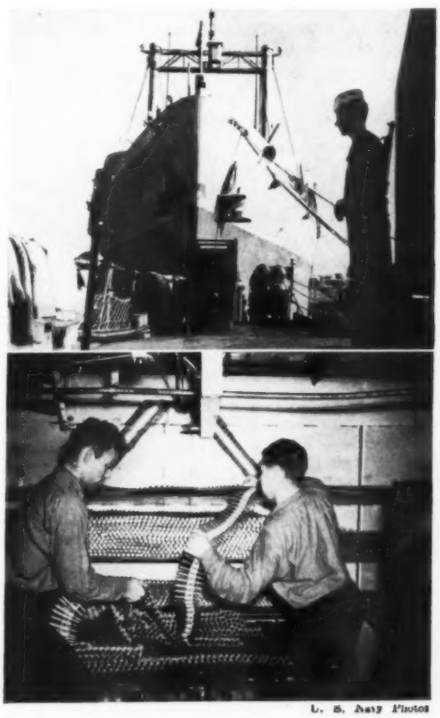
The Service Force Atlantic Fleet comprises an organization of several hundred ships of navy auxiliary, allocated merchant and minecraft types.

The Flagship Staff, guided by the able Chief of Staff, Captain C. E. Battle, is supported by effective liaison officers in the principal Atlantic ports and in Washington. Experienced material liaison officers and men travel as far west as Texas on follow up jobs to expedite the material readiness of ships scheduled to report to Service Force for duty. These operate under the Maintenance Section of the Staff.

Logistic service for the Fleet and outlying bases requires careful planning and scheduling to permit major functions to be channeled and followed through.

Supplies for task forces and outlying bases are mostly transported in Navy specialized types of ships. Except in task forces, these ships are largely escorted by vessels of this force. These operations constitute a major task.

Any naval organization depends, for its efficient functioning on the character and abilities of its captains, officers and crews. These have never failed us. Captains of our ships have done splendid work, some of it combat, but most of it North Atlantic drudgery, with green officers and crews. These in turn, through preparation and refresher training are becoming veterans in weeks instead of years. As in all history, it is true that the man is the thing—that personnel is to materiel as two is to one.



U. S. Navy Photos

Upper, A sailor, rifle slung on back, stands guard at a North African port as a huge ship is unloaded of its vital cargo. Lower, Aviation Ordnancemen AO2c C. F. Boyette and S2c J. L. Haddigan belt .50 calibre machine gun ammunition for aircraft taking part in the Mediterranean operations. Ammunition distribution and shipments to the operating areas are made by the Service Force.

The supply and distribution of enlisted personnel is handled by the Service Force Subordinate Command in close collaboration with Bureau of Naval Personnel. Whereas the Naval Transportation Service has general charge of transportation of naval personnel, all Service Force vessels, and indeed all vessels of the Fleet, are required to transport the maximum of personnel to expedite and use space.

The development of logistics for the Fleet as directed by Commander in Chief Atlantic Fleet includes statistical studies of Fleet capacities and of facilities in areas which are, or may be, used. This requires also a close coordination with the logistic agencies of the Navy Department and War Department.

The supply of provisions and fuel is carried on by a specialized section of the Staff working in conjunction with Naval Supply Depots, the Bureau of Supplies and Accounts, the Petroleum Board and other Government and commercial agencies. Included also is the administration of finance, disbursing and accounting of the Atlantic Fleet together with Ships' Service and Welfare and War Bond activities, cognizance of Atlantic Fleet stores landings and the procurement and distribution of motion pictures for recreation of Fleet personnel. The Supply Officer of the Service Force is a member of the Staff of Commander in Chief Atlantic Fleet and serves the Fleet in his name.

To accomplish their assigned task, ships of the Fleet must be maintained in the highest state of material readiness. Responsibility for material readiness includes the provision of repair facilities afloat and coordination with the repair facilities ashore for the overhaul of Service Force ships and other vessels of the Atlantic Fleet, also such other vessels as require emergency assistance. This function of the Service Force is carried out by the Maintenance Section of the Staff under the Force Engineer and Material Officer.

As the war has progressed, the numbers and types of ships have rapidly increased, also the weapons and defenses of warfare have improved and increased and require vessels in service to be granted periods for work at yards to effect the changes. The increase in the number of vessels with the consequent maintenance of machinery,

(*Continued on page* 148)

Reports of Action at the Major Fronts

(The following reports of the progress of the war since last Fall are extracted from the biennial report of General George C. Marshall, Chief of Staff of the Army.)

THE SOLOMONS

THE operation against Guadalcanal inaugurated a series of offensive moves in the Pacific which have continued to the present date. The enemy occupation of the Solomon Islands permitted him the use of advance air and naval bases from which to attack our long Pacific supply line and the north coast of Australia. On August 7, 1942, therefore, United States Navy and Marine forces seized beachheads on Guadalcanal and Florida Island and occupied Tulagi. The highly prized airfield on Guadalcanal was held by the Marines against a long series of heavy air, sea, and ground assaults by the enemy. The resolute defense of these Marines under Maj. Gen. (now Lt. Gen.) Alexander A. Vandegrift and the desperate gallantry of our naval task forces marked the turning point in the Pacific.

Army ground units commenced reinforcements of the Marines on October 13. On December 9, command in the Guadalcanal-Tulagi area passed to the Army under Maj. Gen. Alexander M. Patch. Early in 1943, a series of well-executed and vigorous operations by Army divisions and one Marine regiment in conjunction with air offensive, defensive, and support operations compressed and then destroyed all enemy resistance on the island.

PAPUA

While strongly contesting our offensive in the Solomons during the summer and fall of 1942, the enemy's determination to exploit his previous gains was indicated by persistent reports of activities in the Bismarcks, upper Solomons, and New Guinea. These proved to be preparations for an overland push from Buna through the Owen Stanley Mountains with Port Moresby, our advance base on the south coast of New Guinea, as the immediate objective.

By September 12, the Japanese had forced Allied ground forces back to within 30 miles of Port Moresby in an advance which demonstrated great skill in jungle and mountain fighting; however, reinforcement of Allied ground troops coupled with effective air support finally turned back this threat. By the end of November, converging attacks by American and Australian troops had confined the enemy to pockets along the northeast coast. In the final stages of the Allied drive, the Army Air Forces under Lt. Gen. George C. Kenney, while destroying the enemy shipping employed in attempts to supply his troops, flew a complete striking force—troops, equipment, and food—from Port Moresby over the Owen Stanley Range to the Buna area, utilizing bombers as well as transport planes.

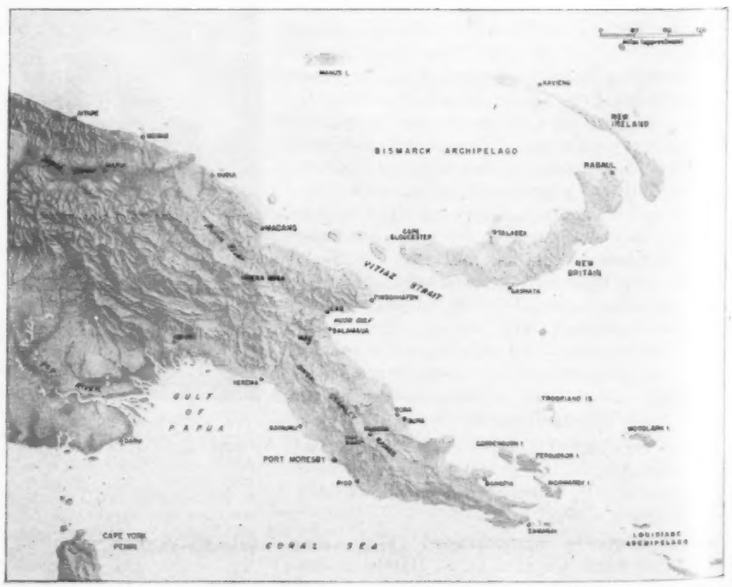
Our air offensive ultimately forced the now desperate Japanese to use parachutes and submarines to supply their forces which were resisting our ground pressure with fanatical tenacity. Early in 1943, the northeast coast of New Guinea was finally cleared of the enemy by American and Australian troops under the command of Lt. Gen. Robert L. Eichelberger, as far north as Buna, but only after he had been systematically rooted out of his fox-holes along the beaches and destroyed by the determined assaults of our men. Success in this campaign is all the more remarkable in view of the fact that throughout General MacArthur's operations he was handicapped by a serious lack of small vessels, transport planes, and special jungle equipment in a climate deleterious to white races.

The United Nations in the Pacific theater now possessed more secure positions from which to counter Japanese offensive ventures; also, commanders and troops had secured valuable experience in battle. Unified command arrangements were welding sea, air, and ground forces into efficient fighting teams. Air superiority was demonstrated by a loss ratio of four to one in our favor; and a more complete control of the sea was made possible by the "skip-bombing" tactics perfected in the southwest Pacific by General Kenney's airmen. In a single instance, a convoy proceeding through Vitiaz Strait into Huon Gulf was completely destroyed by this type of attack. In this Battle of the Bismarck Sea, Allied losses were 1 bomber and 3 pursuit planes, with a casualty list of 13 men, compared to a known Japanese loss of 61 planes and 22 ships, and an estimated loss of an entire division of 15,000 men.

Rapidly increasing military resources in the Pacific now afford us considerable freedom of action. The characteristics of the theater, predominantly oceanic, demand precise and efficient teamwork on the part of our naval, air, and ground forces. There are no shortcuts in the accomplishment of the arduous task. Successes thus far in piercing the enemy's protective screen of island citadels prove the soundness of combining surface and submarine attacks on hostile sea routes of communication, strategic employment of our long-range bombers against the enemy's staging and supply bases, and coordinated assaults by all elements upon successive objectives.

Left—Map of Solomon Islands area.

Below—Map of New Guinea-Bismarck area.



EUROPEAN THEATER

The combined American-British bomber offensive against the continent of Europe today gives promise of being a decisive factor in the ultimate destruction of the German citadel. It has for its objectives the reduction of German air combat strength to a virtual impotence.

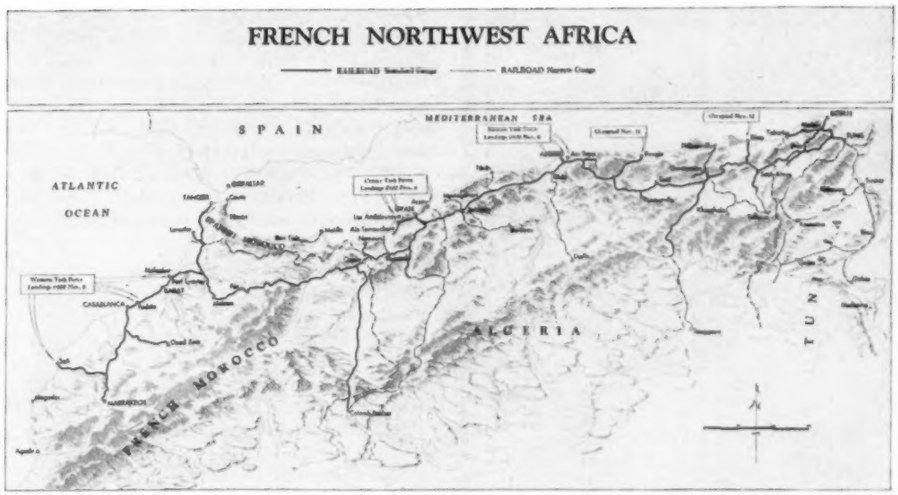
The British heavy bomber command was developed for the purpose of carrying out night missions, while the American Flying Fortresses and Liberators were developed for daylight operations. In the British planes, speed and armament were limited in favor of long range and heavy bomb loads. This type plane is especially effective for night operations over industrial areas where a high degree of precision in bombing is not vitally necessary. On the other hand the American bomber design tends toward a fast, very heavily armed and armored high-altitude plane. Its more limited bomb capacity is compensated for by the perfection of the precision bombsight which permits small specific targets to be singled out for destruction. The violence of the German fighter plane reaction to our daylight attacks is convincing evidence of the deadly effect of precision bombing. The enemy must find a counter to this technique or accept the emasculation of his industries and his fighter command.

Allied operations to cope with German submarine activities furnish an excellent example of British and American cooperation, coordinated to achieve maximum results. There are three possible types of offensive action against submarines; that is, to sink them at sea, to destroy the factories which build and equip them, and to attack the bases from which they operate. Factories and bases may be rendered inoperative either by a night mass attack to effect general destruction on the area or by daylight precision attacks against vital utilities such as power plants, fuel supply installations, or special repair facilities.

Reports during the past months have mentioned with increasing frequency air attacks against Lorient, St. Nazaire, Brest, and La Pallice, all U-boat bases on the west coast of France. The precision attacks have been aimed against critical points, the destruction of which render the general installations ineffective, a particularly important procedure where the docks and other vital installations have been protected by heavy concrete overhead cover. The night bombing attacks carried out by the British have involved loads of over 1,000 tons dropped in a single operation with the effect of devastating general service facilities and of shattering the morale and working efficiency of the personnel operating the submarine bases. At the same time heavy attacks have been made day and night against the submarine shipyards at Vegesack (near Bremen) and Wilhelmshaven, and against the Essen, Dusseldorf, Mannheim, Karlsruhe, and other industrial areas producing component parts for submarines.

These bombing operations, together with the action of the Anti-Submarine Command and Allied destroyers and escort vessels, appear to be in process of driving the submarine from the seas.

Experience over the European continent has demonstrated the soundness of the tactical doctrines of our air forces and of the basic design of their aircraft. Notable early



examples were raids against Vegesack and Wilhelmshaven during March 1943, in which 180 of our heavy bombers destroyed over 80 German fighters with a loss of but 5 of our own planes. These raids effectively put out of action for a period of many months the Vegesack plant and administered crippling damage to the naval installations at Wilhelmshaven.

Our air assaults on Germany and northwestern Europe have grown heavier and heavier with the constantly increasing strength of the Eighth Air Force operating out of the United Kingdom. More recently it has been possible to coordinate these attacks closely with the operations using bases in North Africa. The enforced concentration of the Germans' most experienced fighter pilots in northwestern Europe had an important bearing on air operations during the final battle in Tunisia and on the situation in Russia.

The build-up of depots, airfields, and administrative services for our operations in the United Kingdom has involved a tremendous program of shipping, construction, and the organization of an extensive service command. These vital factors in modern war are time-consuming in preparation and impose a heavy burden on our air and ocean transportation facilities, but they provide the solid foundation which is an imperative requirement in conducting the specialized and technical warfare of the present day.

On May 10, 1943, following the unfortunate airplane accident which resulted in the death of Lt. Gen. Frank M. Andrews, command of the European theater of operations was assumed by Lt. Gen. Jacob L. Devers.

NORTH AFRICAN THEATER

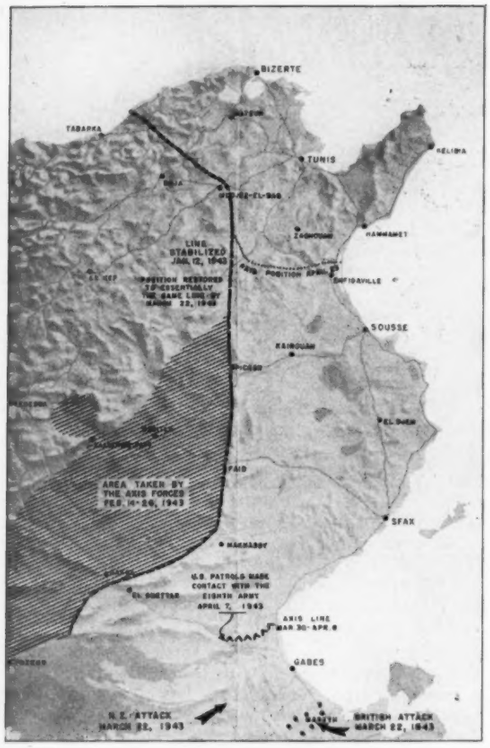
The new year opened with the opponents in Tunisia testing each other's strength along the partially stabilized line and matching each other's bids for air supremacy, both forces concentrating against ports and lines of communication.

In Libya, Rommel's Afrika Korps with its complement of Italians abandoned a succession of defensive positions, withdrawing finally into Tripolitania. By February his troops were established on the Mareth Line in southeast Tunisia.

Meanwhile, General Eisenhower's troops were being regrouped on the Tunisian front preparatory to renewing the offensive against the Axis positions. The troops were under the operational command of General Anderson, commanding the British First Army. So far as was practicable, American units were concentrated and the French units organized into a combat corps. German thrusts at weakly held French positions, however, necessitated a further intermingling of Allied units.

Throughout the African operation up to this time, General Eisenhower had retained control of the United States Army forces in the British Isles, ground and air. This arrangement had been continued in order to afford him a free hand in drawing on such resources as we had established in the United Kingdom. Plans had been made before the launching of the African enterprise to effect a separation in February, and this was actually carried out on February 4 when General Andrews, a highly specialized air officer who had been sent to the Middle East for experience in combat and in contacts with our allies, was appointed commander of the United States forces in the European theater of operations with headquarters in London. This order was paralleled by the creation of a North African theater of operations, under General Eisenhower.

Upon the arrival of the British Eighth Army on the Mareth Line, it came under the direction of General Eisenhower. General Sir Harold Alexander, of the British Army, was appointed his deputy and given direct command of the Eighteenth Army Group, which consisted of the British First Army, the British Eighth Army, the United States II Corps, and the French units on the Tunisian front. North African air units were organized into the Mediterranean Air Command under Air Chief Marshal Sir Arthur Tedder, with Maj. Gen. (now Lt. Gen.) Carl Spaatz, of the United States Army, as commander of the Northwest African Air Force. All heavy bombers, together with fighter support, were organized by General Spaatz into the Strategic Air Force under General Doolittle. Action was initiated at this time by General Spaatz to unify command of light and medium bombers and fighter support into a force known as the Tactical Air Force to lend close support to land and naval operations. Admiral of the fleet, Sir Andrew Cunningham, became naval commander in chief in the Mediterranean under General Eisenhower's



Battle of Tunisia.
January 12—April 23, 1943

direction. These Allied command arrangements led directly to the victories which soon followed (Battle of Tunisia and conquest of Sicily).

The junction of the veteran Afrika Korps with Von Arnim's command in Tunisia permitted the enemy to launch offensive strokes against the lightly held portions of the long Allied line. On February 14, hostile armored units reinforced by artillery and infantry and supported by dive bombers struck westward from Faid and broke through the Kasserine Pass. By the afternoon of February 21 the Axis forces had advanced a three-pronged armored thrust 21 miles beyond the pass, threatening the Allied position in central Tunisia. Of this operation General Eisenhower radioed the following comments:

"Our present tactical difficulties resulted from my attempt to do possibly too much, coupled with the deterioration of resistance in the central mountainous area which began about January 17. That deterioration has absorbed the bulk of the United States 1st and 34th Divisions which formations had originally been pushed forward to provide general reserves and to permit us to attack from the line which we were then holding.

"You would have been impressed could you have seen the magnificent display everywhere by the American enlisted men. I assure you that the troops that come out of this campaign are going to be battlewise and tactically efficient."

There were considerable tank losses on both sides. The enemy was able to maintain himself in his forward position for only 2 days before he recoiled under a concentrated attack by our ground forces powerfully assisted by the entire Allied air force in North Africa. Even the heavy bombers were used against their retreating columns. During this withdrawal, the enemy endeavored to capitalize upon possible Allied reinforcing moves to the south, delivering heavy attacks in the Medjez-el-Bab area, but these were held or checked after small gains. These thrusts were the last offensive efforts of the enemy in Tunisia. The rains had ceased, the roads had been improved; the railroad had been vitalized with American methods and materiel, and more than 10 gasoline pipe lines, the two most important being from Bone to Ferriana and from Philippeville to Ouled Bamoun, had been built. These increased facilities permitted the movement into Tunisia of additional American troops.

The last phase of the Battle of Tunisia opened on the evening of March 20 when the Western Desert Air Force in rear of the British Eighth Army (including the Ninth United States Air Force under General Brereton) launched an air offensive with continuous 24-hour bombing of the Axis positions and installations in the Mareth area, surpassing the intensity of any previous preparations since the capture of the El Alamein position. The Eighth Army attacked and secured a bridgehead through the minefields in the north, while the New Zealand Corps flanked the Mareth Line to the south. Coordinated pressure by the British First Army, the French, and the American II Corps under General Patton against the Axis bridgehead served to divert the enemy effort from the south. His position gradually crumpled and finally on April 7 patrols of the 9th Division advancing southeast from Gafsa, made contact with units of the Eighth Army 20 miles inland from the coast.

Sfax was captured on April 10 by General Montgomery's forces. Rommel's columns were unable to make a stand at Sousse because of an Allied breakthrough at Fondouk, with the resulting capture of Kairouan and Pichon. He therefore fell back to a prepared and final position through Enfidaville.

The air attacks of this period provided a classic example of strategic and tactical use of air power. Allied air forces over a long period of time had studied every aspect of the enemy air transport activity across the Sicilian Straits. They awaited the moment to catch a maximum concentration of transport aircraft on the Tunisian or Sicilian fields and to strike when the enemy was in greatest need of this air transport service. On April 5 the opportunity developed and air attacks of consistent intensity were launched on the airdromes of Sicily and Tunisia, resulting in the destruction of over 150 enemy airplanes on the ground and 50 more shot down in the air; Axis ports and shipping were also heavily attacked. In all, during a period of 14 days, 147 transport planes and 31 vessels, large and small, were damaged or destroyed. The suddenness of this complete and violent rupture of Axis communications with their Tunisian forces undoubtedly came as a surprise, upset their plans for delaying actions and the defense of the Cape Bon Peninsula, and precipitated the collapse of the German and Italian forces.

The advance of the British Eighth Army up the coast pinched out the II Corps which was withdrawn and started on an extremely difficult movement across the rear of the British First Army to reappear on the left flank of the Allied forces. General Patton, who had commanded the corps during the operation concerned with the breaking of the Mareth Line, was withdrawn in order to go ahead with the plans for the expedition to Sicily, and Maj. Gen. (now Lt. Gen.) Omar N. Bradley, who had been his deputy, assumed command.

Left to right, seated: General H. H. Arnold, Commanding General, Army Air Forces; General George C. Marshall, Chief of Staff of the Army; Lieutenant General L. J. McNair, Commanding General, Army Ground Forces. Standing: Lieutenant General Joseph T. McNarney, Deputy Chief of Staff, and Lieutenant General Brehon Somervell, Commanding General, Army Service Forces.

Recognizing the weakness of the broad river valleys within the bridgehead, Von Arnim heavily mined all possible avenues of mechanized approach. By the 20th of April the II Corps was attacking across the mountainous terrain north of Medjez-el-Bab, clearing the way for an armored thrust into the Tine River Valley which resulted in the fracture of the Axis position. On May 3 the 1st Armored Division broke through in a powerful thrust that carried it into Mateur, only 20 miles in an air line from Bizerte. The time was ripe for the final blow.

British armored units had concentrated between Medjez-el-Bab and Pont du Fahs in preparation for the drive down the Medjerda Corridor. After 2 days of bitter infantry fighting this armored force on May 7 under cover of an unprecedented concentration of air units, struck through the gaps secured by the British infantry and artillery and drove without check into the outskirts of Tunis. Once cracked, the Axis defense ring collasped. The II Corps exploited its initial gains, advancing north into Bizerte on May 7 and surrounding the Axis forces north of Garaet-Achkel and Lac de Bizerte. Troops of the corps then turned east to block the threat to the north of the Axis lines on the Medjerda plain.

Meanwhile British forces poured through their initial gap, widening the split between the Axis forces defending the Cape Bon Peninsula and those trapped between Tunis and Bizerte. The latter force surrendered on May 9. Other hostile troops to the south had been withdrawn to the dangerous refuge of Cape Bon under heavy pressure from the British Eighth Army, and the French XIX Corps under Gen. Louis Marie Koeltz. Two British armored divisions brushed aside the remnants of Axis armor south of Tunis and drove directly against the base of the Cape Bon Peninsula on May 10, shattering the last resistance of the enemy.

During this period the naval action under Admiral Cunningham, and the complete destruction of German air transport approaches to Tunisia, had isolated the enemy, cut off his supplies, and made impossible the escape of even the enemy high command. Directly connected with the Allied domination of the air had been the punishing defeats of German fighter forces administered by our precision bombers in their daylight attacks on northwestern Europe. The enemy had found it impossible to concentrate on the African front either enough aircraft or enough skilled pilots to dent the overwhelming surge of British and American planes.

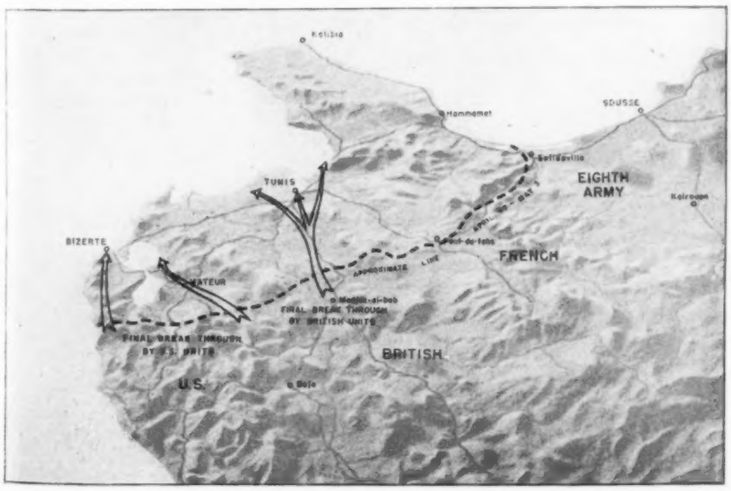
Some 252,415 German and Italian troops and a large amount of equipment were surrendered. This completed the conquest of the African continent and placed the United Nations in a position to launch more direct attacks on the southern face of the European fortress.* But this was only one result of the victory. The Mediterranean was again open to Allied shipping which, by shortening the turn-around of vessels, in effect meant an immediate increase of shipping equivalent to some 240 vessels. A French Army had been reborn, celebrating its birthday by the capture of 48,719 prisoners following a deep penetration of the enemy's position. American troops had demonstrated their battle efficiency and had gained a wealth of experience which could be disseminated throughout the Army.

*The decision to capture Sicily was made at the Casablanca conference in January 1943.

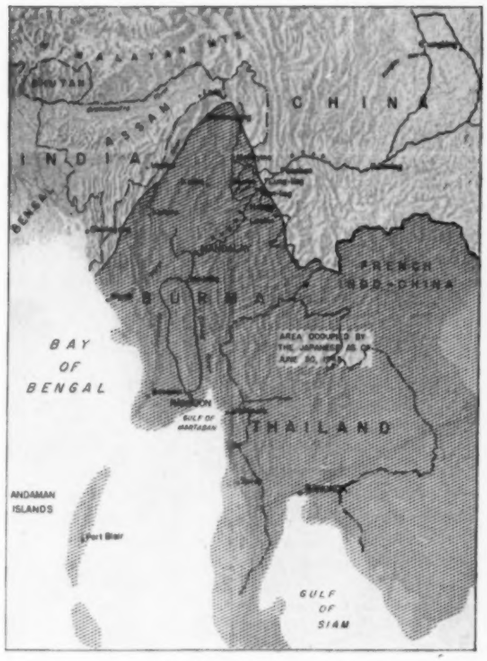
MIDDLE EAST

The crisis which developed in June 1942 with the withdrawal of the British Eighth Army to the El Alamein line threatened not only the Suez Canal but also our air transport routes to Russia and to Asia. Therefore, such aircraft as could be spared from other operations were concentrated in the Middle East to operate against the communications of the Afrika Korps in Libya and across the Mediterranean. Medium tanks and 105 mm. guns on self-propelled mounts were rushed by train and ship to the British Eighth Army and every possible measure consistent with the military situation in other parts of the world was taken to assist the Eighth Army in maintaining its position while it was refitted and prepared for its triumphant march westward through Libya.

In subsequent months our heavy bombers extended their operations over the Mediterranean in attacks against Axis ports along the southern European coast. Such heavy shipping losses were inflicted on the enemy that he was compelled to provide a heavy escort for his convoys, thereby considerably reducing the volume of cargo which he could move. American medium bombers for the Middle East were ferried across Africa from the United States and fighter aircraft in large numbers were delivered in Cairo, some by "flyaway" from aircraft carriers shuttling across the Atlantic and others, delivered in crates to Takoradi on the West Coast of Africa, were assembled there and flown to their destinations.



The final breakthrough to Tunis and Bizerte.



Southeast Asia

By October, General Montgomery's improved situation in troops, equipment, and logistical arrangements enabled him to crash through the El Alamein line and pursue the enemy 1,500 miles into Tunisia. Our aircraft, heavy and medium bombers and fighters, organized into the Ninth Air Force under General Brereton, participated in the preparation that preceded the attack on the enemy's positions at El Alamein and made important contributions to the subsequent pursuit. Planes from this air force struck heavy blows against German transport flights across the Sicilian Straits in the last phases of the Battle of Tunisia. Thereafter, the Ninth Air Force was occupied in the bombing operations against Axis Mediterranean positions including Pantelleria and Sicily, and in destructive raids against Naples, Messina, Reggio, and other points in Italy, all of which provided an important contribution to the shattering of Italian morale.

ASIATIC THEATER

There have gradually developed since the summer of 1942 increasingly destructive bomber attacks over Burma and out of China with targets from Hopei to French Indo-China, including Hainan Island. The enemy's retaliatory attacks usually have been repulsed with astonishingly heavy losses to his flyers. Day by day the power of our air offensive in these regions is growing, and forcing a dispersion of Japanese means along their

*On August 1 the heavy bombers of the Eighth and Ninth Air Forces struck a devastating blow at the lubricating oil and gasoline resources of the Germans by destroying in a single raid possibly 75 per cent of the Ploesti refineries in Rumania. The length of flight, the astonishing accuracy of the bombing, and the daring of the enterprise present a conspicuous example of the quality of the American flyers and their planes.

(*Continued on page* 147)

Marine Corps Aviation In This War

by

Major General Roy S. Geiger, USMC

Director, Division of Aviation, Marine Corps Headquarters

"THE battle of Wake Island," Jap Navy minister Shimada is said to have informed the Jap Diet, "was one which would have made the Gods weep." By Gods, we must presume he meant Japs. There seems little doubt that the Gods did plenty of weeping before those gallant Wake Island expendables were overwhelmed, and a great deal of it was caused by Marine aviators. Of the 12 early-vintage Grummans based on Wake when the swift Jap Blitz struck, 8 were destroyed on the ground. But before the others were accounted for they sank a heavy Jap cruiser—marking the first time in history for such a feat by a fighter plane—a transport, and a submarine. On the 23rd of December, 1941, the last lone Marine fighter plane—a thousand to one shot—took off, never to return. Wake fell that day. No doubt about the Gods weeping, but they were different Gods from what Shimada had in mind.

Midway came next in the testing of Marine Aviation. The point that seems to elude most Americans is that the battle of Midway was also the battle *for* Hawaii. From what we know now of the size of the Jap armada that converged on Midway, it is clear that Midway was not the main target. Midway was to be taken care of enroute, naturally. Then Pearl Harbor again, this time to stay.

It was strategy in the grand manner all right, and no doubt the Nips were prepared for a lot more weeping from their Gods. They were scarcely prepared for the deluge however.

The burden of the fighting rested with the Marine Air Group 22, stationed on Midway and commanded by Colonel Ira L. Kimes. Outnumbered, and tackling what subsequently has proved to be the aerial varsity team of the Japs, 26 fighters of Marine Fighting 221 ripped into the three vast formations of Jap bombers and Zero fighters and in the following blazing action succeeded in downing certainly not less than 43 enemy planes. But when Fighting 221 was ordered in for reservicing, only 12 of the 26 came back, 6 of these badly wounded, the remainder staggering out of their bullet-torn planes utterly exhausted. But they had put Tojo temporarily across the ropes.

While this was going on, 16 Marine dive bombers of Marine Scout Bombing 241, winging their way far out to sea in search of the rapidly approaching enemy surface craft, discovered their targets at 8 o'clock in the morning, one hour and 30 minutes out from Midway. In this surface group were the three Jap flat-tops *Kaga, Akagi,* and the *Soryu,* with plenty of Zero protection. Our dive bombers, it should be borne in mind, had *no* fighter protection. But never for a moment did they falter. Down they went, straight through what was perhaps the greatest concentration of anti-aircraft fire ever sent up from any surface group in this war. The story has been told too many times to bear retelling—episodes like Major Henderson's plane and his 1000-pound bomb crashing the super-structure of the *Soryu,* from whose flat top had sped the planes that even then were bombing Midway.

Here indeed was another charge of a very light brigade! With Jap battlewagons, transports, and aircraft carriers strewn all over the horizon—a tremendous armada—the tasks of those valiant marine flyers, to say nothing of the valiant Army and Navy flyers then joined with them, must have seemed almost hopeless. But for fully thirteen minutes — and despite the great number of Zeros—they certainly made the Jap Gods weep more than they had ever wept at Wake. The carriers *Kagi, Akagi, Soryu,* plus two battleships and a destroyer were definitely scratched. The *Hiryu,* whose planes previously had sunk the Yorktown, also went down. A once proud armada of close to a hundred enemy ships, now dangerously depleted, had turned tail; a miracle of heroism had not only saved Midway, but Hawaii itself.

Guadalcanal came next. Beginning with August the 20th when, to the extreme joy of the embattled, bomb-shattered Marine ground forces, the first Marine plane landed on the island, clear up until it became apparent that the Japs had given up the notion of renewing their lease, the test of those flying Marines and the ground crews who kept them flying was indeed one of fortitude such as few men are ever asked to endure. A mistake often indulged in by most people is that on Guadalcanal we had acquired a great asset in the form of an airfield. Don't believe it. The position held by our gallant Marine ground forces between its capture on August 7, 1942 and December 10, 1942 embraced an area about four miles long and two and a half miles wide, between the Tenaru and Mataniku Rivers and known as the "Lunga Area." It was covered with an 18-inch layer of black mud, under which was a base of hard clay. After a tropical rain the only escape for the water from this black mud was by evaporation, inasmuch

(*Continued on page* 150)

Upper—Off to Munda. A Marine dive bomber plane in the air over Guadalcanal, bomb load in place.

Lower—The Wolf Pack, a Marine fighter squadron at a South Pacific air base, shown with their 58 meatball tally board (their score of Jap planes knocked down), which doubtless has considerably increased since this photo was taken. Photo shows Marine pilots, left to right, front row: 1st Lt. J. E. Johnson, Capt. K. J. Kirk, Capt. R. B. Fraser, and 1st Lt. W. W. Laird; second row: 1st Lt. B. T. Tynar, 1st Lt. H. A. Olsson, jr., 1st Lt. J. D. Noble, 1st Lt. A. G. Donahue, Capt. J. B. Maguire, jr., 1st Lt. Samuel Richards, jr., and 1st Lt. T. F. McEvoy; third row: 1st Lt. J. E. Morrison, 1st Lt. J. P. Lynch, 1st Lt. W. E. Sigler, 1st Lt. J. B. DeBlanc, 1st Lt. J. L. Secrest, 1st Lt. J. R. Stack, 1st Lt. W. P. Nichols, 1st Lt. M. M. Cook and 1st Lt. J. Willcox.

U. S. Marine Corps Photos

Navy Procurement and Production

by

Vice Admiral S. M. Robinson, U. S. Navy

Director of Material and Procurement

IN the raid on Marcus Island on September 1, 1943 most of the ships and all of the aircraft were post-Pearl Harbor products.

That fact foretold future events. It showed that America's great new fleet and air arm are no longer "on order." They are in battle.

In the Atlantic the Germans could read the same signs. Every one of the midget aircraft carriers, whose planes were the deadliest U-boat killers of 1943, have been completed since Pearl Harbor. So have most of the patrol craft. And the scores of new Navy destroyer escorts all have been completed in the ten months since February 1.

The appearance in both oceans of these new naval forces marks a new phase of the war. The climactic naval battles of 1942 in the Pacific—Coral Sea, Midway and the Solomons—and the checkmating of the submarines in the Atlantic this spring were followed by periods of relative quiet while new forces gathered. Those forces are now ready.

This year—1943—has been the first great harvest year in the Navy building program. In each preceding year since 1938, as the building program gathered momentum, the number of new ships joining the fleet had risen, and many a warship now famous had been completed; the carrier Hornet, the battleship South Dakota and the cruiser Helena, to name a few. But not until this year did the completion of new vessels hit its full stride.

In less than 11 months of 1943 we have doubled the numerical strength of our fighting fleet. For every warship in our fleet on January 1 of this year there was an additional, finished-in-1943 vessel by the end of last month. During the single month of November the tonnage of new warships completed was almost as large as during the first year and a half of the defense program.

Also during the single month of November the Navy received more new aircraft than were in the whole Navy air arm on July 1, 1940. Moreover, the Navy planes of 1943 are faster, sturdier and have five times more firepower than the planes of three years ago. The Navy has completed fleet aircraft carriers at the rate of one a month this year, and by the end of next month we will have more than double the number of big carriers that we had on the date of Pearl Harbor.

This procurement and production is unprecedented in all history. More than $40 billion has been spent on the Navy since the national defense program began in the middle of 1940. Where does this money go? Out of every dollar the Navy spends about 33 cents goes to build. maintain and repair ships. Another 16 cents is spent for aircraft and their maintenance. Still another 14 cents goes for guns, ammunition, fire control, torpedoes, bombs, depth charges, and ordnance of all kinds. Thus, almost two-thirds of every Navy dollar goes to build, maintain and arm ships and planes which make up America's modern sea-air power.

The remaining 37 cents is divided this way: a tenth of each dollar spent by the Navy is for the shore bases and facilities, both at home and on the fighting fronts, without which the Navy could not operate; about 15 cents is spent for pay, subsistence and clothing for the Navy and for transporting men and supplies; another four cents goes for Marine Corps and Coast Guard activities; and about five cents is spent on naval supplies which are lend-leased to our allies.

This procurement and production program has covered materials ranging from shoestrings to the most powerful propulsion machinery in the world. One of the outstanding production feats of this year will be the completion of 260 destroyer escort vessels in 11 months. To launch this program and keep it rolling the Navy and its contractors had to issue more than 12,000 purchase orders, sending them to about 20,000 prime contractors, subcontractors and sub-subcontractors. These companies turned out thousands of parts: steel hull plates and turbines, tool kits and tableware. A central materials control office kept a schedule of each of these items, trying to see that each part arrived at each building yard when it was needed.

Navy procurement and production, beside accelerating and keeping itself coordinated, must adjust to changing needs of war. In the weeks immediately after December 7, 1941 the most urgent need was for the new battleships of the North Carolina class which could replace the capital ships lost at Pearl Harbor. Soon thereafter the Nazi attack on our coastal shipping made small, quick-building patrol craft and subchasers of almost equal importance. Then preparations for our first amphibious attacks in the Pacific and Atlantic superimposed on the Navy's regular building program the additional construction of thousands of landing craft. Almost simultaneously came the crucial battles in the Pacific between sea-air task forces, making the quick completion of our new aircraft carriers of prime importance. Still later, as the subchasers drove the U-boats from our shores, our needs switched to larger, more seaworthy escort vessels—the destroyer escorts—which could follow the wolf packs out to mid-ocean in all weather.

These modifications in Navy production to fit strategic needs will continue as long as the war itself. In one sense, the Navy never will have enough of what it needs most urgently at the moment. Big as the Navy is, its mission is even bigger.

The nation can be proud of the Navy it has

(*Continued on page* 152)

U. S. Navy Photos

Marcus Island, ablaze from the raid by American forces. The plane is an Avenger torpedo bomber. In this raid, Admiral Robinson points out, most of the ships and all of the aircraft were post-Pearl Harbor products. Right—The USS North Carolina.

The Seventh Air Force --- Central Pacific

by

Major General Willis H. Hale, U. S. Army

Commanding General, Seventh Air Force

"WE at last received the order which we had so anxiously waited for — the order to attack the Island of Oahu.

"In a short while, Oahu lay below us. The bombers let loose their bombs. In a flash the hangars and planes on the ground were being lit by the flames. 'Surprise attack. Success!' I radioed our carrier. As we prepared to leave, we can see two battleships sinking. Three more ships are flaming. The American Fleet has been crushed."

In such words an elated Japanese aerial commander described the attack on Hawaii in a broadcast to Tokyo on New Years day, 1942. On that same day and for many weeks and months thereafter, the Army and Navy concentrated their efforts to bring the defenses of the Hawaiian Islands to such a state of readiness as would insure that never again would the Japs have a basis for another jubilant outburst such as described above. These precautions included aerial reinforcements and the formation of the Seventh Air Force with its bombardment, fighter, reconnaissance, troop carrier, aircraft warning and service components. Additional supply and maintenance facilities were provided. In June of 1942 a strong Japanese invasion force, consisting of many transports and protecting naval vessels, approached Midway Island. The probable objectives of this force were the seizure of Midway to be followed by an air and surface attack on the main Hawaiian Islands group. The Jap Naval force was defeated solely by Army, Navy and Marine Air Force units. When this occurred, the convoy, although it approached to within ninety miles of Midway, turned and fled to the west. Participating in this aerial battle, which occurred some 1200 miles from Oahu, were all the bombardment units of the Seventh Air Force. It was our first battle experience. We suffered personnel and airplane losses but never since then has there been a serious threat to test the integrity of our Hawaiian defenses. Shortly after the Midway battle, the advance of the Japs down the Solomon Islands resulted in the immediate transfer of some of our bombardment units to that remote theater where they made such a substantial contribution to the success of the action at Guadalcanal and in adjacent areas. Since that time, many individual pilots, crews and units, have completed their training in Hawaii and moved on to other active theaters in the Pacific. Gradually the accent on defense became less necessary and offensive strikes against remote Japanese bases were undertaken. During the past year, Wake Island has received several attacks. Also, far off Nauru and the strong air base on the Island of Tarawa in the Gilberts have been the objectives of both night and day attacks. These operations involved the longest over-sea flights of any air operations of the war and proved the high standard of navigation and bombing technique which has been attained by the VII Bomber Command. Tokyo radio has recently announced the prediction that strong attacks may be expected against their Central Pacific possessions. When that time arrives, the Seventh Air Force will be prepared to enter the campaign.

Left—Nauru, taken from a U. S. B-24. The large cloud of smoke and dust at right center shows American bombs destroying the main Japanese phosphate plant. Lower—Major General Hale inscribes a "triple play" on one of the bombs for the Nauru raid—"From Nimitz to Hale to Tojo."

Army Air Forces Photos

The Tenth Air Force—India

by

Brigadier General Howard C. Davidson

Commanding General, 10th Air Force, Army Air Forces

IN the first year after Pearl Harbor it was the responsibility of the Tenth Air Force to prevent the isolation of China. The tenuous air link which initially bridged conquered Burma has expanded and grown strong. This is now the responsibility of the Army Air Forces, India-Burma Command, of which the Tenth Air Force is but one unit. This is the story of the Tenth Air Force from its inception.

Rangoon had not yet fallen when the first officers of the Tenth Air Force arrived in India. They came from Java on the eve of its fall. Before the Japs rushed into northern Burma, the Tenth Air Force was in action. Its planes, B-17s and LB-30s, in March 1942 flew a fully-equipped British battalion into Burma to reinforce the hard-pressed forces under General Alexander. It brought out several hundred refugees. Early in April it began tactical operations with the same equipment. Its first operation, on the night of April 2, was against Japanese naval concentrations in the Andaman Islands. This was the enemy force which a few days later raided Ceylon. The following night American bombers made the first raid on Rangoon. Actually these early bomber operations were limited in scope. They terminated in June when our B-17s were sent to the Middle East. By April 8th, transports were in operation under the Tenth Air Force, flying from India into Burma and China. They carried in ammunition and medical supplies for the Chinese and British forces. They brought out more than 600 wounded and over 3,000 refugees stranded at the end of their trail of flight, at Myitkyina in northern Burma.

Shortly after this, the Tenth Air Force gave vital assistance to Chinese ground forces which were cut off in northern Burma, after the enemy overran that country. Our transports supplied this stranded Chinese army with food and medicines for the several weeks it took them to reach safety from the jungle valleys where they had been trapped.

With Burma gone, China's one link with the outside world was by air. Until December 1, 1942, the operation of this life-line was the responsibility of the Tenth Air Force. All personnel leaving or going to China had to depend on this air route. It also supplied General Stilwell's headquarters with expanding personnel and supplies. It was the sole supply system for our air combat forces in China, which until March 9, 1943, was a part of the Tenth Air Force known as the China Air Task Force. Protected by American fighters, the summer of 1942 marked the first "bombing season" during which Chungking was free from air raids since the city became the seat of Government.

The China Air Task Force came into being officially on July 4, 1942, when it took over the equipment and planes of the famous American Volunteer Group, but four days before that historic date the Japanese in occupied China felt augmented blows from the American Air Forces in a series of devastating attacks by B-25s. The A.V.G. furnished top covers. Tenth Air Force medium bombers put the Jap in China seriously on the defensive for the first time since the invader overwhelmed that country. Today from Indo-China and Hainan, to Canton and Hong Kong the Jap is feeling the weight of the offensive with mounting intensity, but that is now the story of the Fourteenth Air Force, and its supporting organizations.

Among other responsibilities the Tenth Air Force is charged with the protection of the bases and the air route into China. The history of that phase of its mission may be contracted into a few sentences. Only twice, in late October 1942 and in late February 1943, did the enemy attempt to raid our Indian bases. He met with a small measure of success on his initial raid. In subsequent raids such losses were inflicted on his air forces that he has not yet tried a third time. The score on his last attempt is worth recounting. Of 46 bombers and fighters ticked off as coming through our warning net, only nine were checked on the homeward flight. The official score was 14 enemy planes confirmed destroyed and an equal number conceded as probable. The cost to the Tenth Air Force fighter squadrons in that engagement was a single bullet hole in one machine.

Subsequent effectiveness of our fighter units has been both tactical and strategical. They have operated continuously in support of ground troops along the Burma-Indian border, British-commanded Kachin levies, Chinese-manning American equipment—and Indian troops. Appreciation of this ground support by the British, invariably is expressed in superlatives. Bombing strategy is

(*Continued on page* 130)

Army Air Forces Photos

While the 10th Air Force continues to keep the Burman railroads in a tangle, they have also hit river shipping equally heavily. Here are two scenes showing the work of a B-25 Mitchell medium bomber on the Irrawaddy River at Mandalay. The targets are 200-foot flats towed by power launches. At the left the towing craft in the center has received a direct hit, and near hits have damaged one of the flats. Two more 500-pounders are on their way. At the right smoke is seen rising from three sinking water freight carriers. The "daisies" in the lower right are the smoke from two bomb bursts.

Commanding Generals of the Tenth Air Force have been as follows: Major General Lewis H. Brereton, February 28, to June 25, 1942. Brigadier General Earl Naiden, June 26 to August 17, 1942. Major General Clayton Bissell, August 18, 1942 to August 19, 1943. Brigadier General Howard C. Davidson, August 20, 1943.

Army Communications in Today's War

by

Major General Harry C. Ingles,

Chief Signal Officer of the Army

SIGNAL communication in modern war has increased in quantity and complexity to a stage never dreamed of in the past. The greatly increased mobility of modern armies has complicated the problems of signal and communication troops in the combat units, and the global dispersion of our armies has demanded a world-wide fixed communication system. The problem of providing communication is twofold. First, thousands of items of signal equipment must be designed and manufactured and second, all this equipment must be operated and fitted into an integrated system intercommunicating from the front line to the headquarters of the high command.

The last two years have witnessed the large scale design, production and delivery to combat zones of what is essentially a new line of radio and wire equipment. Stemming in logical sequence from the research of the pre-war years, this 1943 communication system provided the army with the means necessary to unify our far-flung combat elements.

The headquarters of corps and armies, and the command posts of divisions and smaller units, are served today by radio stations that vary in size from the five-pound "handie talkie" to huge truck sets, and by telephone centrals that can be packed up like suitcases to move ahead with our forward advance. Notable has been the performance of the rolling radio station known as SCR-299, complete with its own power unit on wheels, and sending messages hundreds of miles when stationary or in motion.

Every tank and tank destroyer, too, is a rolling radio station. To this end the Signal Corps has not only tailored a special series of transmitters and receivers to stand up under the vibration of a surging tank, but also has designed them for push-button tuning to save the loss of precious seconds of dial-twisting in combat, has cut down on static through scientific methods, and has carried out a program of treating all Army vehicles so that their electrical systems will not interfere with radio communication.

Signal Corps Photos

"Beach-head Clear." This picture from North Africa shows a regimental-type radio in a ditch back of the beach at Les Andalouses, Algeria. Signal men are among the first shore, for communications were never more important than in today's fluid war of movement. Inset—General Ingles, Chief Signal Officer.

Aircraft in flight, like tanks on the ground, depend on radio for coordination and command. The research of our Aircraft Radio Laboratory has brought forth a multiplicity of airborne sets that provide for communication from one plane to another, and with the ground stations. Specially designed intercommunicating equipment provides for complete intercommunication between members of the crew.

When our fliers are forced down on sea they need no longer wait helplessly on their rafts, as Captain Rickenbacker did, for searchers to scour the thousands of square miles within which they might have fallen. A new portable radio transmitter enables the survivor to grind out distress calls by turning a crank. Many of our skilled fliers have been saved to fight again by means of this sea rescue radio set.

The infantry and artillery are going into action with new and better communication equipment. The new "walkie-talkie," as powerful a radio station as can be packed on the back of one man, is helping both these arms to carry out their missions. Front line reconnaissance is aided by the new "handie-talkie," with its five-tube transceiver, batteries and telescopic antenna all compact in the grip of a scout's hand. In versatile use is the guidon radio set, suitable for horse cavalry or jeeps, or carried by the infantryman. The infantry and field artillery combination can achieve its teamwork only through an extensive signal communication system including both radio and wire equipment.

The Signal Corps engineers have joined hands with the leading scientists of the country, both those associated with the Office of Scientific Research and Development and those in private industry, in conducting the laborious research and design of all this equipment. It has been and is being produced in enormous quantities by the electrical industry.

When signal equipment is issued, its operation becomes the problem of the using troops, both ground and air. In general, in a unit composed of a single arm, the troops of that arm install and operate its communication system. In units of combined arms—divisions and larger—communication is provided by Signal Corps troops. All communication in the air is provided by Air Corps personnel. The vast network of ground communication

(*Continued on page* 149)

How the Signal Corps keeps commanders in touch with all units of their command is illustrated by this picture of Lt. Gen. George S. Patton, commanding the II Army Corps (standing in scout car), personally directing the drive toward Gabes in Tunisia, south of Gafsa.

Signal Corps Photo

Naval Communications in Global Warfare

by

Rear Admiral Joseph R. Redman, USN

Director of Naval Communications

IN the present day global warfare, the distances involved are great; both men and machines are moving at a heretofore unheard of pace. Rapid communications are now, more than ever before, a vital factor in the successful prosecution of war.

With the Navy now comprising well over a million and a half men and officers, thousands of ships and planes, and hundreds of shore establishments, communication problems are numerous. Information and orders must be rapidly transmitted to units all over the world. Commanders must be able to control the forces—surface, undersea, and air—over vast distances in order to best carry out their missions against the enemy. This is in sharp contrast to earlier days when no rapid means of contacting ships at sea was available. Then orders and information could be transmitted only by courier or by cable, and weeks or months often elapsed before a message reached its final destination.

For joint operations with the Army, communications must be adapted and coordinated so that the two services may function together as a single force. Combined operations with the Armies, Navies, and Air Forces of all the United Nations require still further adaptation and coordination of communications to permit the various services to launch and carry out a unified attack.

Radio, telegraph, teletype, cable, sound signals, visual signals, couriers, and despatch boats, as well as postal systems, all are means of communication used by the Navy. Due to the nature of the Navy's operations, radio is, obviously, by far the most important. Radio, and only radio, can provide the means whereby ships and planes operating over vast areas can be controlled and utilized as one organized force. So radio communication may be said to be the nerve system of the Navy. In order that this system may function properly, the Navy must maintain an extensive radio network to provide for communication between the Navy Department, Fleet Commanders, shore stations, ships at sea, and the aircraft of the Navy.

To operate this far-reaching organization requires tens of thousands of well trained communication personnel. Already several thousand WAVES, both officer and enlisted, have been trained for Naval communication duties and are now performing their tasks admirably at shore stations throughout the continental United States. As a result many men have been made available for duty aboard ships and at shore stations abroad.

Despite the tremendous demands by hostilities on so large a scale, the transition of Naval communications from a peacetime to a wartime basis has been accomplished. That this transition has been successful was proved in the battle of the Coral Sea and the battle at Midway. In neither of these actions was there any actual ship-to-ship fighting, other than submarine action. Widely separated units in a coordinated Naval engagement places a greater burden on radio communications than in normal naval engagements where visual contact may be maintained. Had communications failed, the outcome of these two battles would have been far different.

One of the major tasks carried out by the Navy is that of convoy escort, and here communication plays an important role. Ships at sea must, except in cases of extreme emergency, maintain radio silence, lest a transmission reveal their presence to enemy forces. The radio receivers are continually on the alert, not only for the purpose of receiving orders and information, but also to detect any enemy transmissions. Here, too, another means of communications, that of underwater sound, must also be continually manned for the purpose of detecting and locating enemy submarines. Air patrols—both heavier and lighter-than-air—and air escort are also large factors in providing protection for our shipping. Reliable air-to-ground and air-to-ship communication is vital. The measures for protection of the sea lanes have been effective as our men and supplies are getting through, and efficient communications must be given credit as a highly contributing factor.

Amphibious operations have played and will continue to play an important part in the present conflict. United States forces launched their first major amphibious operation in August, 1942, when the Marines landed in the Solomon Islands. In any landing operation against opposition, a complex communication problem is presented. In addition to the normal Naval communications which have been operating during the voyage, many additional channels must be operated during the critical phase when the landing force is making the final run in to the beach and establishing a beachhead ashore. Naval gunfire, air-cover, air-support, boats and craft carrying troops and supplies to the beaches, all must be controlled and utilized to the fullest extent practicable. This control and utilization is dependent upon efficient communications. It is obvious that the success of such an operation requires absolute coordination between the naval and landing forces.

The communication plan for the North African landings, a combined operation, was far more complex than that of the Solomons landing. Not only were the forces involved

(*Continued on page* 157)

Signal men on the bridge of a battleship communicating by visual means. Upper right — Apprentice Seaman Ruby Estelle Cox learned to be a radio control operator at the Women's Reserve Naval Training School at Cedar Falls, Iowa.

U. S. Navy Photos

Radio-Electronics In Global War

by

Colonel David Sarnoff

President, Radio Corporation of America

GLOBAL war in its demands for speed in military and naval operations has made radio the nerve system of modern warfare. Quickly oriented from peace to war, the radio industry—within two years—underwent vast expansion to accelerate its rate of production to meet the urgency of war.

The gigantic task of the Signal Corps and Naval Communications may be summed up in two words—communications and coordination. Both encompass unprecedented responsibilities. They are being carried out so effectively by radio, that one may wonder whether victory could be achieved in global warfare without this electronic nerve system that serves on land, at sea, in the air and extends across the hemispheres.

We have but to study previous wars to realize how loosely the various military and naval elements were formerly linked as compared with the present. There was much greater mystery in military movements and the public had little or no idea of what was happening, at least for days and often for weeks. Today there are no "lost battalions." At the same time news of naval battles is no longer delayed except when its release might give information to the enemy.

Radio's great importance is intensified by the fact that in this war, as in no other, the islands of the world become fortifications and stepping stones to Victory. To conquer the islands in enemy hands and to establish them as bases for military operations would be an almost hopeless task without radio, for without it quick and reliable communication would be impossible.

The story of such an island conquest is always a dramatic one. The amphibious Task Force approaching its objective maintains communication with the supporting naval units and air-force bombers, while assault troops are ready for the radio cue to make their landing. As depth is gained in the advance inland from the beachhead, portable field radios, "walkie talkies" and "handie talkies" maintain communication and coordinate the tactical movements. Soon the tanks, equipped with more powerful radio outfits, are ashore to supplement and strengthen the communication lines.

It is interesting to note that the forerunner of this modern rapid-fire communication is the two-way short-wave radio of municipal police cars. It was the development of radio apparatus to meet their mobile needs which led to highly efficient equipment for tanks and jeeps, for field-artillery units and reconnaissance cars, as well as for planes and PT-boats.

Radio is establishing a record in the Second World War that will be retold in every history book. The tremendous advance in radio, as applied to warfare, is vividly revealed by comparison with the past.

In the First World War, the science of radio achieved a measure of success and military recognition as wireless telegraphy. This was made possible by spark and arc transmitters and in the final days of the conflict, by high-frequency alternators. Wireless waves generated by these alternators flashed President Wilson's Fourteen Points to the Germans, who were facing defeat, to serve as the basis for the restoration of peace and for the general armistice on land, sea and in the air.

When that war broke out in 1914 the radio-electron tube—then called the audion—had not reached the stage of development to qualify for all-around practical service. The crystal detector still was the mainstay of reception. Nevertheless, scientists and radio men realized the unlimited potentialities of the vacuum tube and hurried their research and development to perfect it for war. Near the end of hostilities, the electron tube had begun to replace the crystal detector. It brought amplification into radio. It was made to oscillate and thereby to generate radio waves. It enabled the wireless to handle speech and to give practical meaning to the wireless telephone. The vacuum tube became a vital implement of warfare, and was immediately adapted to peacetime pursuits as well. One large peace-time result, was the development of broadcasting to the home.

It may be said, therefore, that the First World War freed the electron. Up to that time electricity was hide-bound to wires. The radio tube liberated the electrons and a new science was created—Electronics.

In the quarter century of progress that separated the two great wars, the radio-electron tube became a household utility. It became an instrument of industry and an implement of war. Without the radio-electron tube, Victory in global warfare would be a long and hopeless task. But we have gone far enough to know that the radio tube glows—as a beacon of Victory—on every front, in every battle zone, on board every ship and submarine, on every bomber and transport plane. The terrific force that is tightening the pincers on the Axis and on the Japanese is guided by electronic power, generated by millions and millions of radio-electronic tubes. In glass and metal jackets these tubes are rolling off the production lines of America at the rate of about 400,000 a day.

Through these magic tubes the electron goes to war in every theatre of operation. It fights with the combat divisions, it participates in psychological warfare, in world-wide communications, in morale service, in fact, in every military operation from establishment of a beachhead to the capture of a city. Along with logistics, electronics is a word that will

Colonel Sarnoff

be in every up-to-date post-war dictionary. All along the 56,000 miles of supply lines which this global warfare has extended around the earth, the electron-tube is on duty. Electronic sentinels are alert and on guard every hour of the day and night to protect the convoys and to keep open communication as well as supply lines.

For the millions of tubes at war, millions of others are serving on the home front and on the manufacturing production lines, accelerating production and enhancing the safety of the workers in their tremendous task of supplying the finest equipment in the world to the armed forces of the United Nations. In more than 30,000,000 American homes, approximately 60,000,000 radio sets are keeping the people informed of the progress of the war, and helping them to play their parts most effectively. Without the radio-electron tube the gigantic task of selling war bonds would be a longer and more difficult task; the presentation to the people of rationing, the coordination of wartime agencies and the training of civilian workers would be an almost insurmountable problem.

Radio speeds the tempo of war. Wavelengths are the nerve fibres of modern war just as oil is its lifeblood. Guided and safeguarded by radio, great convoys pass safely across the seas. Swarms of bomber and fighter planes are coordinated and guided to their targets and back to the airports by radio. New radio-electron devices are everywhere, performing duties almost undreamed of prior to the war. Instruments which might have taken years for development in peacetime have been quickly perfected for service.

History generally regards the development of the radiophone and the resultant art of broadcasting as the paramount discovery that came out of the First World War. It is only natural that historians should now survey the records of the Second World War to appraise its scientific achievements.

Radio will fulfill its destiny in enhancing safety in travel in the new age of speed that lies before us. Just as dramatically as wireless contributed to safety of life at sea, radio-electronics will now make possible a greater safety on land and in the air as well.

(*Continued on page* 157)

The National Guard in World War II

by

Major General John F. Williams

Chief, National Guard Bureau

IT is unfortunate that necessary restrictions on the dissemination of military information do not permit a recital of dispersion of National Guard units on the fighting fronts of the United Nations, or of their accomplishments. However, it can be stated without violation of restricted information that National Guard units representing thirty-five (35) States, now in service outside the continental limits of our Country, have participated in every major engagement of the Army since the declaration of war. These include Bataan-Corregidor, Java, the Solomons, New Guinea, Guadalcanal, Tunisia, Attu, Sicily and the Italian mainland.

It should be noted that while unit representation is confined to thirty-five States, all States of the Union are represented by National Guard officers and enlisted men transferred in cadres and as filler replacements for other units of the Army of the United States. While the influence of the National Guard on the conduct of the war can be properly evaluated only in the coming years of peace, the information that follows presents facts requested by many agencies, National Guardsmen past and present, and others interested in this component's contribution to the war effort.

The induction of the National Guard, which began 15 September 1940, was completed 1 October 1941 without delay, other than that occasioned by the completion of training camps and installations constructed to receive them. Twenty thousand nine hundred and eighteen (20,918) officers, 221 warrant officers, and 279,358 enlisted men from the National Guard entered the Federal service during this period. This number did not represent our total strength. It must be recalled that enlisted men of the National Guard were encouraged by the Government to separate themselves therefrom prior to induction if they had dependents. Men with dependents were not being inducted under the Selective Service Act and there was no system of Federal family allowances at that time.

As a result of this policy, the various States discharged 51,216 enlisted men between 1 August 1940 and the dates of induction. Similarly there was an additional drain on enlisted strength in October and November of 1941, resulting from releases on account of the 28-year age limit and on account of dependency. The number released under this later policy totaled 19,544. A great majority of the men so discharged in 1940 and 1941 are now in service. The record of loss was to the unit, not loss to the service, albeit such losses added tremendously to the preinduction recruiting and subsequent training problems of National Guard commanders. At least 45,000 of the total National Guardsmen released held key positions in their units and there was no replacement for their experience which would have assisted the training of approximately 185,000 men assigned to National Guard units from Selective Service personnel.

U. S. Army Photo

National Guardsmen of the 32nd and 43rd Divisions were in the thick of the fierce fighting on New Guinea. Here men of the 32nd are seen examining their trophies during a brief rest following the capture of Buna. Men in the foreground are looking at a mission bell they picked up, while the soldier standing center exhibits a Jap officer's sword he collected, and another sitting at the right shows his buddies a Jap flag.

The National Guard was composed entirely of fighting troops or those service elements which are an integral part of divisions and regiments, and when inducted consisted of the following Army, Corps, GHQ Reserve and Insular troops:

National Guard Units Inducted into Federal Service

18 Infantry Divisions with tactical Hq-Hq units and special troops for square Divisions.
72 Infantry Regiments
54 Field Artillery Regiments
18 Engineer Regiments
18 Quartermaster Regiments
18 Medical Regiments
2 Infantry Regiments (organized within a Division after induction to replace regiments detached as overseas task forces)

Reorganization Subsequent to Induction

To conform to T/O for triangular Divisions rendered units surplus as follows:
18 Infantry Regiments
36 Field Artillery Battalions
18 Engineer Battalions
45 Quartermaster Battalions
18 Medical Battalions

Non-Divisional Units

Air Corps

29 Observation Squadrons—7 Reconnaissance Squadrons, 9 Tactical Reconnaissance Squadrons, 2 Photographic Recon. Squadrons, 7 Liaison Squadrons, 2 Fighter Squadrons, 2 Bomber Squadrons.

Cavalry

7 Regiments (horse-mechanized)—7 Regiments (mechanized).
1 Brigade (2 regiments-horse)—No change.

Coast Artillery

2 Brigades (6 regiments-AA)—No change.
16 Regiments (AA)—11 Regiments converted to 33 Bns.
10 Battalions (AA)—No change.
10 Regiments (Harbor-Defense) — No change.
1 Battalion (Harbor-Defense)—No change.
3 Regiments (155mm Gun)—No change.
1 Battalion (155mm Gun)—No change.

Engineer

1 Regiment (combat)—No change.
1 Battalion (Puerto Rico)—No change.

Field Artillery

6 Brigades (less 1 regt.)—16 regts.—32 Battalions.
6 Regiments—1 Regiment and 9 Battalions.
1 Battalion—No change.

(*Continued on page* 146)

REA in the War

by

Harry Slattery

Administrator, Rural Electrification Administration

INCREASED wartime food production with less manpower has been the goal of the Rural Electrification Administration staff during 1943. To that end, REA has loaned funds for building WPB-approved power distribution lines in rural areas and connecting unelectrified farms to existing lines; its agricultural experts have developed plans for labor-saving electrical devices; and farmers have been encouraged to make the widest possible use of electricity to save labor and increase their output. The agency has also supervised the operations of the 805 REA-financed systems providing power to almost a million farm families as well as farm processing plants, Army and Navy camps, Marine bases, airfields, defense housing, mines, and a major aluminum plant.

On the basis of the first year's experience in the war, War Production Board officials recognized the need for electrical equipment to help farmers maintain their output in the face of the wartime labor shortage. Accordingly, they eased somewhat the restrictions on farm electrification materials in January, 1943. In order to receive service under WPB's order, it was necessary for the farmer to meet minimum food production requirements and demonstrate that with electric service he could save labor and increase his food output. Since connections under this order are on an individual basis, they have required much more attention from the REA staff than would have been necessary to connect the same number of farms under the mass production methods developed for pre-war construction.

The importance of electrifying individual farms, as approved by WPB, is well illustrated by a single extension serving seven farm families on the lines of the Southwest Electric Cooperative, Bolivar, Missouri. Of the seven families, five had sons in the armed services; all were confronted with a serious labor shortage. On the seven farms, 228 dairy cows were being milked, and the farmers promised to increase their herds by an average of 30 per cent if they could get electric service. Three of the farms were in a position to sell whole milk to Fort Leonard Wood as soon as they could qualify with electrical sanitary and cooling facilities.

On April 10, WPB authorized 32 REA borrowers in 21 states to complete 2861 miles of rural distribution lines to serve 6700 farmers where the farm labor supply was low or food production could be stepped-up with electricity. In announcing this authorization, the WPB said that "Mr. Nelson has determined their completion should be permitted as a means of increasing food production" and that the completion order was based on "utilizing to the fullest possible extent materials on hand and materials which can be obtained from the excess stocks of other cooperatives."

In the survey submitted to WPB, the 6700 farmers on these 32 systems reported that they had lost more than 2500 farm laborers to industry and the armed services. They proposed to use 1,986 water pumps for livestock, 2,126 electric brooders, milking machines, milk coolers, and other electrical labor-saving equipment. With electric service these farmers planned to increase their aggregate number of milk cows from 37,959 to 45,696; their beef cattle from 68,843 to 82,701; their brood sows from 21,903 to 27,243; and laying hens from 578,844 to 818,511. They also planned to increase their feeder pigs from 139,541 to 170,315, their broiling chickens from 478,951 to 654,196, and their other chickens from 537,581 to 768,143.

Recently, four newly-organized cooperatives in New York State's leading dairy countries have also been authorized by WPB to proceed with construction of 853 miles of lines to serve nearly 2,000 farmers. It is expected that these cooperatives will make electricity available to farmers who might otherwise be forced to sell their heards because of labor conditions. They will use milking machines, milk coolers, and water pumps to maintain their milk production for the vital New York City milkshed.

All over the country farm electricity is increasing the milk supply for armed forces and war workers. In Florida, it would have been necessary to bring dried and canned milk into the Avon Park area, if the Mandis Dairy had not secured electric service. In Oklahoma the Verdigris Valley cooperative, the Northeast Oklahoma cooperative and the East Central Oklahoma cooperative provide electricity for dairy farms supplying milk to the Tulsa area and other war-vital sections. In Missouri, Georgia, Arkansas and almost every other state, REA-financed cooperatives are helping meet the demand for high-quality milk.

A striking example comes from Texas: When an acute shortage of Grade A milk faced northeast Texas, the REA-financed Farmers Electric Cooperative of Greenville, cooperating with the Hunt County USDA War Board, led a drive to increase Grade A milk production for use of civilians and soldiers at nearby Army Camps, flying fields and ordnance plants. As a result, 13 farmers with herds ranging from 20 to 50 cows began producing Grade A milk at once, and 15 other farmers signed contracts. In this way the threat of an immediate milk shortage was averted. This would have been impossible without farm electricity for sanitation and cooling equipment.

In the metropolitan area surrounding St. Louis, Missouri, where there are large numbers of war workers and members of the armed forces, the milk supply has been seriously strained many times during the past year. Hugo Hofsommer of near Breese, Illinois, was one of the farmers in this area whose milk was being rejected because of high bacteria count. Mr. Hofsommer operates a 300 acre farm with a dairy herd of 40 cows. Since he obtained electricity from the REA-financed Clinton County Electric Cooperative, he is using an electric milk cooler, an electric water pump, and an electric milking machine. His milk is no longer rejected, and he expects to ship 150,000 pounds of milk a year to St. Louis.

REA Photo by Estelle Campbell

REA-financed and supervised power lines do the work of missing hands in nearly a million farms. Inset—REA Administrator Harry Slattery.

In addition to the farms electrified this year, almost a million farms previously connected to the lines of REA-financed systems have adapted electricity to wartime needs this year. These systems reported consumption of 800,693,000 kilowatt hours of electricity during the first six months of 1943 as compared with 464,945,000 in the similar period of 1942. While this increase is partly attributable to service provided Army camps, war industries and other large commercial loads, the average farm family served by REA-financed systems increased its use of electricity.

In many of the heavy food-producing states the average monthly consumption rose between 12 and 26 kilowatt hours. Illinois farmers used an average of 12 kilowatt hours more per month early this year than early in 1942. Indiana farmers increased their usage 14 kilowatt hours per month, Minnesota farmers 16, North Dakota 23 and Washington state farmers 26. Such increased use reflects a greater use of electrical equipment on farms to increase production and offset the farm

(*Continued on page* 157)

Reserves and R.O.T.C. Graduates in this War

by

Brigadier General Edward W. Smith, GSC

Executive for Reserve and ROTC Affairs

FROM the Revolutionary War through the Spanish-American War, and even into the early stages of the World War, this country was addicted to the almost fatal delusion that any Army animated by patriotism needs neither instruction nor discipline to prepare it for battle. In Lexington and Concord days a captain's commission was given to anyone enrolling a company of fifty-nine men; a colonel's commission was given to any man organizing ten companies. The sole qualification for command was the ability to recruit men. The use of raw troops and unskilled officers was resorted to everywhere during the greater part of our military history.

That these mistakes were repeated for more than a century after the War for Independence probably may be traced to American pride and confidence in the fact that the United States has never been defeated in war. As John Adams observed, "We follow success and not skill." Yet, this confidence in American strength and reliance upon American ingenuity to solve crises *after* they appear, resulted repeatedly throughout our history in military reverses causing futile shedding of American blood both in this country and abroad, and in the dissipation of American wealth and resources won through generations of hardships.

In this war, however, and quite uniquely in our military history, we were in some measure prepared for war before hostilities began. We lacked, of course, the great army the crisis demanded; our munitions and supply programs were operative only in a rudimentary fashion; we still had to initiate the greater part of our tremendous program demanding incredible numbers of airplanes, ships, tanks, guns, training establishments and the myriad other requirements for waging a modern war. Despite these handicaps, however, we did have a solid core around which to mold a fighting army, a nucleus which could be quickly whipped into a striking force equal in skill to that of our enemies whose training for war had extended over more than a decade. And a dominant element of this nucleus was the Officers' Reserve Corps.

Two months before Pearl Harbor, on October 8, 1941, 76,000 or 67 percent of the 113,000 officers on active duty were Reserve officers, and in the school year 1940-1941 the Reserve Officers' Training Corps had approximately 198,000 members undergoing training at 276 high schools, colleges and universities throughout the United States. On the day of the Japanese attack at Pearl Harbor, Reserve officers already in the Nation's service totaled almost 80,000. To these men, and to those whose foresight in 1920 produced the R.O.T.C. and C.M.T.C., goes a large measure of the credit for our partial preparedness for the greatest military effort in our history.

In the early stages of the war 75 to 90 per cent of the commissioned personnel of all troop units, particularly in the company grades, consisted of Reserve officers. Thousands of additional Reserves were assigned to vital administrative, technical and staff positions in the Army at large. Upon these officers fell much of the burden of expanding our wartime Army to a size commensurate with its task. In the words of General Marshall, "These Reserve officers constituted the principal available asset which we possessed at this time. Without their assistance, the program could not have been carried out except in a superficial manner . . ."

The attack on Pearl Harbor brought about the enormous expansion of the Army according to the plans of the War Department General Staff. In a short time the Reserve officers on active duty more than doubled. Many moved up to fill vacancies occurring in the field grades—to such an extent that at the present time 57 percent of all majors, 46 percent of all lieutenant colonels and 13 percent of all colonels, as well as 51 percent of all captains, are Reserve officers, many of whom are serving with Regular and National Guard units. The bulk, however, under Regular Army supervision, in regimental and higher command and staff posts, have organized and trained most of the new units of the expanded Army, while many of the battalions and comparable units of our forces overseas are now and for some time past have been under their command. In combat the performance of these officers and of their units bear eloquent witness to the farsightedness and wisdom of our policy of training in peacetime as many citizen officers as possible for war; their achievements in this crisis emphasize the need for the amplification of the Reserve program during the postwar period. There is ample basis for the assumption that lacking the large reservoir of Reserve officers immediately available both for new units and for those already in existence, our offensives, just now assuming important proportions, would have been delayed for at least another six to eight months, with consequent additional cost in men, money and materials of war. Lacking these officers, we possibly would have been "too late with too few" to meet the harsh trials at hand.

Had there been no Reserve Officers' Training Corps, the Reserve contribution would have been vastly different. Even by 1930 the number of R.O.T.C. graduates in the O.R.C. was greater than the number who had served as officers during the World War, while by 1940 the ratio had increased to nearly 10 to 1. Thus at the outbreak of war the majority of those on duty were R.O.T.C. graduates who, because of their comparative youth, had not advanced beyond company grades, while additional thousands have since been graduated and added to the rolls. The value of these officers is attested by a survey of a number of major combat units overseas, which were found to contain more than 60 percent of Reserve officers. Of these 51 percent were serving in field grade, of whom approximately half were R.O.T.C. graduates. Probably not less than 15 percent of the entire officer corps of our present Army consists of R.O.T.C. graduates, while another 15 to 20 percent have had some R.O.T.C. training. This does not include the non-commissioned officers and other enlisted men among the 1½ million who have been enrolled in the R.O.T.C. dur-

(*Continued on page* 157)

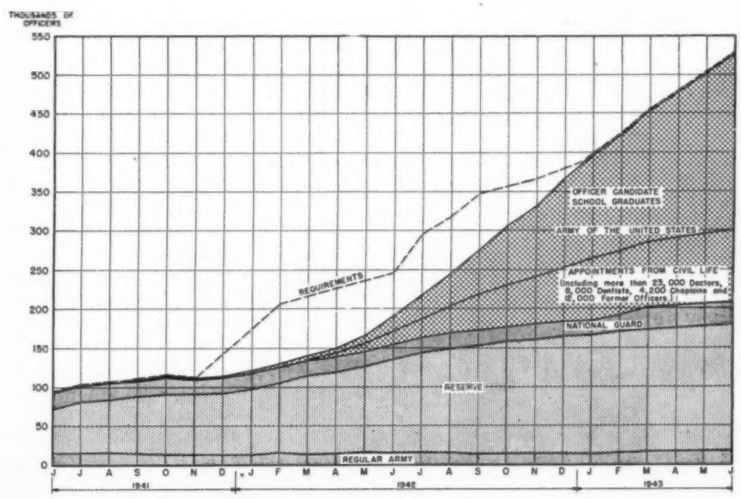


Chart showing the growth and sources of the officer strength of the Army from June, 1940 to June 1943.

The Service Chaplain's Part in the War

The Army Chaplain

by

Chaplain William R. Arnold

Brigadier General, Chief of Chaplains, U. S. Army

DURING the last month I have talked with two of our Generals who have returned from the battle front, one from the south Pacific, the other from North Africa somewhere east of Tunis. Some of their experiences I shall never be able to erase from my memory, but each, unknown to the other, said that the outstanding factor was the very genuine and great increase in religious interest which has been shown by our armies. Facing dangerous and important tasks they feel the need of resources beyond their own. This spiritual strength is manifested by unbelievable gallantry and courage on the battle front. Undismayed by the apparent hopelessness of situations, they push to their objective, steadily and accumulatively toward victory.

Recently, when the Chaplain Corps exhibit was prepared for the "Back the Attack" war show, the theme "They do not march alone" was selected. This I believe briefly describes the chaplain's part in the war. At the beginning of the emergency, the War Department promised that adequate provisions would be made for the spiritual welfare of our soldiers. The answer to that promise is to be found in the thousands of chaplains who are marching side by side with our soldiers from the steaming islands in the Southwest Pacific to windswept Iceland, from the cold expanse of the Aleutians to the mountains of Italy.

These chaplains — Protestant, Jewish, Catholic—unarmed except for spiritual weapons, are available at all times to the men in uniform. One chaplain writes: "I have watched human agony and I have seen American blood stain the sands of Tunisian soil. I have been with my men in hastily and roughly improvised field hospitals." Another, having marched ten days along difficult jungle trails, carrying his equipment with him, carried the ministry of the Chaplain Corps to the men on the fighting front. This chaplain, wounded by a Jap bullet, writes: "I stayed with the battalion aid station, helping the wounded, quieting as much as possible those who were shell-shocked. . . . I visited the men in foxholes and slit trenches."

The mission of the Chaplain Corps can be expressed as follows: The chaplain as a clergyman in the Army serves military personnel by arranging for and conducting public worship, by giving spiritual guidance and moral counsel, and by building character and promoting good morale. This mission is being accomplished by our chaplains. At the

(*Continued on page* 156)

Army Signal Corps Photo

An Army Chaplain in Sicily uses the hood of a jeep for an altar to celebrate mass for a combat team of American soldiers during their drive into enemy territory.

U. S. Navy Photo

U. S. Marines in the jungle of Guadalcanal assemble for a Protestant Sunday Service. The Chaplain carries a portable organ with him on his trips about the island, and after the sermon, the American fighting men join in singing familiar hymns.

The Navy Chaplain

by

Chaplain Robert D. Workman

Captain, Chief of Chaplains, U. S. Navy

GIVE the best trained army of fighting men in the world unlimited quantities of the finest implements of war and they will lose that war if they lack the proper "spirit" or "will to win."

Navy chaplains who serve the men of the Navy, Marine Corps and Coast Guard in the present conflict have been witnesses to this drama of the spirit to an extent not ordinarily observed by others. They have been privileged to be with men of the fleet through soul-rending sea battles and they have crouched for hours with men in foxholes. In these experiences they have seen this "spirit" that makes men rise to the heights. They know that the "will to win" is most apparent when Christian men believe their cause is just.

It is the Navy chaplains' high duty to help steel the men he serves for the ordeal of battle, to give him spiritual comfort, to set his conscience right.

How well our chaplains are succeeding in their divine commission is best attested to by reports from news correspondents, from words of confidence and praise from the officers and men they serve, from the families of men who have been helped by their chaplain. There is in today's Naval Chaplain Corps a spirit which is manifest by the enthusiastic cooperation of chaplains and their commanding officers and cooperation of chaplains among themselves.

A Jewish chaplain told me recently, "During boot training we all get a chance to explain our duties to the trainees. The Catholic chaplain who addresses the bluejackets always warns Catholic men that they'd better not let him hear or see any evidence of religious or racial intolerance."

To men who have been in the Naval Chaplaincy for some time, such occurances are commonplace. To the newly commissioned priest, rabbi or minister they're new, but they are the evidences of cooperation that gives inspiration. This is typical of the real (and generally successful attempt) that is being made in the Navy Chaplains Corps to do away with any bigotry or prejudice based on ignorance or misunderstanding.

For years, many of these men have been preaching the gospel of tolerance. Now they are a part of our armed forces whose responsibility is the eradication of intolerance. The majority of our chaplains recognize the vital part they must play in this and they approach their new job with zeal and enthusiasm.

On November 1, 1943, approximately 1,500 clergymen had been graduated from the Navy

(*Continued on page* 156)

The Hemisphere's Role in a World at War

by

Nelson A. Rockefeller

Coordinator of Inter-American Affairs

AS the New World enters upon the third year of war, the American republics are united as never before in history in the fight against the forces of destruction and tyranny.

Hemisphere cooperation has been carried forward by joint military and economic programs, inter-American conferences, far-reaching agreements, technical missions—by many acts and measures which have advanced this dynamic program of united action.

The eventful year 1943 has seen a continuous implementation of the principles which have guided the Americas in a world at war — liberty, equality, freedom and opportunity.

The hemisphere republics that have subscribed to the Atlantic Charter and the Declaration of the United Nations are carrying out their pledges to throw their full resources, military or economic, into the fight to uphold freedom. These governments, which have pledged to cooperate with other signatories and not to make a separate armistice or peace with Axis countries have by their actions declared they are "convinced that complete victory over their enemies is essential to defend life, liberty, independence and religious freedom, and to preserve human rights and justice in their own lands and in other lands."

The calendar year of 1943 has brought great victories to the United States and her allies. Africa has been liberated. Sicily has been wrenched from the Axis grip. The sea-girt walls of Hitler's Festung Europa have been breached and Allied bombs have showered down on that roofless fortress to spread ruin and destruction among Nazi war plants. In Russia the Wehrmacht retreats and in the Pacific the enemy stubbornly yields in the face of the valiant attacks of General Douglas MacArthur's fighting men.

In all of these great victories from Bizerte to Kolombangara, the economic might of the other Americas has gone into battle as a mighty and decisive force on the side of Allied arms. A year ago the Good Neighbor republics were just beginning to marshal the vast treasures of soil and mountains and forests and jungles to meet the greatest menace the world has ever known.

Today the full force of all that vast economic wealth is pouring into the United States' arsenal of democracy and onto the assembly lines which are turning out an ever-increasing flow of machines and weapons to strike lethal blows at Hitler and his Axis partners.

More than 4,000 products in all are being obtained from the South and Central American republics. The strategic minerals supplied range the alphabet from antimony to zinc. Rubber is being produced for the tires that will one day roll into Berlin and Tokyo. Oil flows by the thousands of barrels—from the high grade petroleums for battleships and airplanes to vegetable oils for lubricants and paints. Central American fibers make rope for the fighting navies and merchant marine of the United Nations. Essential woods come out of the forests—mahogany for hard-hitting PT boats and light, durable balsa for life rafts and the swift British Mosquito bombers that drive stinging blows into the industrial heart of Axis Europe.

At an airport in Brazil, operated jointly by Brazil and the United States, a plane load of U. S. pilots arrive from overseas duty. Inset — Nelson Rockefeller.

I.A.A. Photo

On my visits to the other Americas during the past 12 months, I have been privileged to see at first hand the rising tide of production of these rich materials—many of them available to the Allies nowhere else in the world today. The contribution of all these Good Neighbor republics together with their active military support in the war on submarines and in defense of the hemisphere represents one of the greatest assets of the nations fighting in the ranks of liberty and justice.

During the past year, the hemisphere front has been strengthened all along the line. In January, Chile severed relations with the Axis to add one more link to the chain that is the solidarity of the Americas. This step transformed the whole Pacific coast from Alaska to the Strait of Magellan into a united front against aggression.

The economic wealth that Chile brought to bear against the Axis was tremendous. She has put her rich deposits of copper and nitrates at the service of the United Nations.

Bolivia declared war on Germany and Japan in April. She became the 12th Latin American republic and the second South American nation to declare a state of war against Axis aggressors. In the declaration decree, the La Paz government reaffirmed "Bolivia's collaboration with nations fighting the Axis for the triumph of right," and asserted the step was necessary to achieve "a future peace that will respect the sovereignty of democratic institutions."

President Enrique Penaranda of Bolivia signed the United Nations' agreement during a visit to Washington in May. With a declaration of "true admiration and friendship," he pledged his country's resources of tin, copper, zinc, tungsten and other vital strategic materials to the nations fighting for the triumph of right.

"Bolivia's declaration of war," President Penaranda declared, "was based upon a spiritual duty felt by all Bolivians."

Meanwhile on the military front, the other Americas continue to play a major role in speeding victory over the Axis. These countries have built and placed strategic naval and military bases at the disposal of the United States and her allies. Hemisphere ports have been thrown open to our ships carrying vital materials and fighting troops to the battlefronts. Many of the hemisphere republics have armies, navies and air forces trained and equipped for any service. At the great aviation training center in the United States, large numbers of flying cadets from the other Americas are taking the same avia-

(*Continued on page* 148)

Care of Battle Casualties in Our Global War

by

Major General Norman T. Kirk

Surgeon General, U. S. Army

BATTLE casualties in World War II have a greater chance of surviving than ever before.

Many factors enter into the 97 per cent recovery rate of the battle-wounded. First, there is the use of blood plasma to combat shock and hemorrhage; second, the mobility and organization of medical services which insure prompt, efficient medical and surgical treatment; and third, the use of sulfonamides to combat infection. Finally, the Medical Department continues to rely basically upon the Medical Aid Soldier who goes unarmed into combat, administers initial first aid, and brings back the wounded by "carry," by litter, and by ambulance to the Evacuation Hospitals of the Army.

The use of blood plasma to combat shock has provided the greatest advance for field medical treatment in the history of military medicine. Countless lives are directly attributable to the use of blood plasma.

The problem of gas-gangrene remains unsolved, although improved surgical treatment, and the sulfonamides have materially reduced the number of deaths from this infection. In the Tunisian campaign there were only 12 cases of gas-gangrene, with one death. This low rate of infection is the result of excellent surgery, thorough excision of wounds, the opening of deep facia spaces, removal of all foreign bodies, and the non-suture of wounds and proper fixation of compound fractures, either by splints or plaster of Paris. Anti-gas serum is useful in the treatment of the disease, secondary always to surgery, and of little value as a prophylactic.

The primary mission of the Medical Department is To Conserve Fighting Strength. To this end, complete medical units are carried with the invasion fleet. When assault troops are landed, aid stations are set up on the beach heads. As troops continue to land on the mainland, medical soldiers leapfrog—or move ahead of—the forward aid stations. After sufficient penetration by our troops, the evacuation hospitals in the rear are assembled and put in operation. In this manner, by continuous stages, treatment of the wounded is immediate and rapid. If paratroopers have landed, medical officers and soldiers have landed with them and set up aid and collecting stations.

Against shock, hemorrhage and infection, it is the first few hours that spell life or death for the battle-wounded. Medical aid, surgical and evacuation hospitals have been moved forward to the soldier. Treatment is available within the "golden six hours."

After medical soldiers give first aid and attach descriptive tags, the wounded are carried by litter bearers to battalion aid stations where dressings and splints are applied by medical officers.

The battle casualty is then transferred from the Collecting Station, by ambulance or litter carry, to an ambulance post behind the Collecting Station to the Clearing Station. At the latter two stations plasma is available for use to combat shock. Morphine is given initially to relieve pain and repeated if necessary.

At the Clearing Station, patients are sorted, treated for shock, hemorrhages are controlled and the patient made available for transfer by ambulance to the Evacuation Hospital.

First emergency surgery is available at the Evacuation Hospital. Here all wounds are debrided, head and chest injuries and gunshot wounds of the abdomen are operated upon after x-ray which locates foreign bodies. Fractured extremities are splinted and the patient, when he becomes transportable, is transported by ambulance, by hospital train or by air to the General Hospital in the Communications Zone.

Depending upon the nature of his injuries and the length of time it will take him to re-

(*Continued on page* 146)

War Work of Army Dental Corps

by

Major General Robert H. Mills,

Director, Dental Division

DENTAL requirements for induction into the Army were materially lowered in the year 1942. The rejection rate of selectees at the beginning of this war was 8.8%, when the dental requirements provided that a selectee must have three serviceable opposing natural masticating teeth, and three serviceable opposing natural incisor teeth to qualify for induction. To permit adequate flow and number of men to enter the service Mobilization Requirements as they pertain to dentistry had to be drastically lowered. During late 1942, and 1943 the rejection rate for dentistry dropped to approximately 1 per 1,000.

This lowering of induction requirements has made necessary the production of many thousands of additional prosthetic appliance (dentures) by the Army Dental Corps to permit the mastication of the Army ration. More than 700,000 dentures have been constructed and inserted in army dental installations since the declaration of war. This means that more than 450,000 men, who otherwise would have been rejected, have been made available for overseas combat duty. These men can now masticate the Army ration.

The overseas troops have had more than 40,000 dentures constructed and inserted, and more than 20,000 denture repairs have been made.

A new mobile dental laboratory has been fully tested and proven effective, as well as, adequate, on maneuvers, and has now been approved to assist and make available dental laboratory service for all overseas troops. This laboratory will be used in the combat zones where other fixed laboratories cannot possibly move or operate. This eliminates the necessity of evacuating men with denture problems to the rear fixed hospital units. A division of troops (15,000) would require on an average 45 new dentures per month and 30 repairs.

More than 26,000,000 fillings have been inserted in the Army dental installations since Pearl Harbor, and over 3,000,000 of these fillings have been completed in overseas areas.

Although there are many extractions required as the result of infection, there are many more teeth replaced than actually removed.

The dental officer ratio to troops as of September 1, 1943, was 1 : 550 for the total Army. This ratio is comparable for the installations in the Continental U. S. of the last World War. During World War I there were slightly more than 1,000 men per dental officer in overseas areas, while in this war there is approximately 1 dental officer to 840 troops.

More than 2,000 dental officers have graduated from the Medical Field Service School at Carlisle Barracks since the beginning of war.

Many specially qualified dentists have also graduated from the oral and maxillo-facial

(*Continued on page* 146)

Naval Medicine in the Second Year of War

by

Rear Admiral Ross T. McIntire, (MC), U. S. Navy,

Surgeon General of the Navy

LESSONS learned at Pearl Harbor, Midway and in the Solomons paid rich dividends in our second year at war. The facts are that 97 of every 100 sailors and marines wounded in action made recoveries; well over half were returned to active duty; the ravages of malaria, which threatened to cripple our Pacific campaign in 1942, were largely brought under control by intensified prophylactic measures; vast improvements were achieved in the planning for, and provision of medical personnel, supplies and equipment, and notable gains were made in medical and surgical procedures.

The year witnessed the introduction on a large scale of the remarkable infection-arresting drug, penicillin, which proved its worth in the treatment of diseases and wound complications previously resistant to specific therapy. Expansion of medical personnel and facilities on both the fighting and home fronts not only kept pace with mounting operations in the various theaters of war but waxed in anticipation of campaigns yet to come. Three more hospital ships were launched. Seven new naval hospitals and five naval convalescent hospitals were placed in commission within the continental limits, while on remote shores an undisclosed number of mobile and advance base hospitals were established and immediately launched upon the task of administering care to the wounded and the sick.

The strength of the Naval Medical Department has been doubled in the past year and is approximately six times as great as it was on December 7, 1941. Ten thousand medical officers are on active duty and the number is being increased steadily. Since the first anniversary of Pearl Harbor, a great medical reservoir has been created in the creation of the Navy's training program. Through the Waves, there has been an accretion of some 5,000 female hospital corpsmen, whose mission is to relieve men for duty at sea and beyond the continental limits.

Still another development in 1943, whose result will be to make greater numbers of doctors available for fleet assignments, was the enactment of legislation authorizing the commissioning of women in the Medical Corps, United States Naval Reserve. Another law brought into being the Cadet Nurse Corps, which will provide a much needed new source of material for this branch of the Navy's medical department. Although the strength of the Navy Nurse Corps has been multiplied more than eight-fold since our entry into the war, quotas have not yet been filled.

The myriad problems affecting the fighting integrity of our sailors and marines, brought about by rugged amphibious operations, reoccupation of Attu and Kiska in the frigid North, the encountering of tropical diseases in Africa and the northward sweep in the Solomons, were met, attacked and disposed of in a manner that reflects credit not only upon the medical personnel and the tools with which they worked but also upon the officers and men of the line, without whose cooperation and active assistance the record of achievement would have been less lustrous. The ships' commanders who supported instruction in first aid for their crews, the Seabees who built hospitals and drained mosquito-breeding ditches, the aviators who flew our ambulance planes—all these and many more contributed much to the mission of keeping "as many men at as many guns as many days as possible."

In this connection, I should like to quote from a report on a year's activity at one of our advance base hospitals in the South Pacific. The Medical Officer in Command stated:

"One outstanding feature of both the military and the medical activities at this base has been the remarkably successful unity of effort by the various branches of the armed services. Before arriving at this base, the Commanding Officer of United States Naval Base Hospital—was appointed by the Commanding General of the Force to act as the Force Surgeon. From the outset, the activities of medical officers of the Army and Navy

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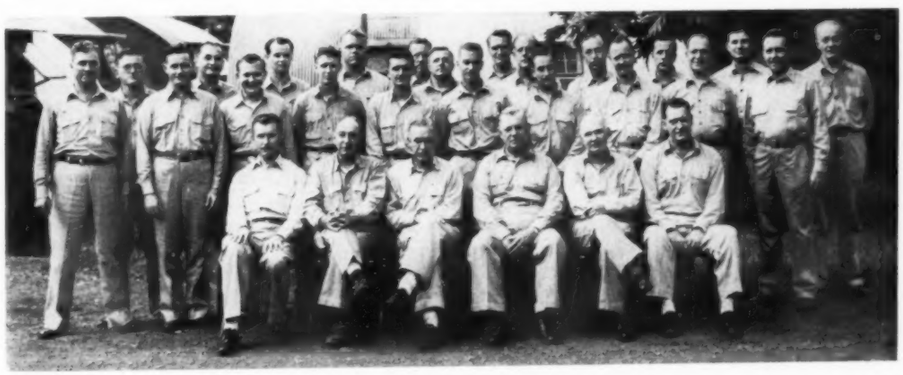


Somewhere in the South Pacific—members of a Navy Hospital unit celebrate their first year of overseas service. Seated in the front row are (left to right): Comdr. John G. Manley, Chief of Surgery; Capt. I. W. Jacobs, Chief surgeon of the area; Capt. Robert P. Parsons, retiring commanding officer; Capt. Franklin F. Murdoch, incoming commanding officer; Capt. Richard C. Satterlee, executive officer; and Comdr. Arthur C. Webb, Dental officer. Second row: Lt. Comdr. William G. Mitchell, Chief of Medicine; Lt. Edwin J. Madden, Dental Corps; Lt. (jg) Leslie L. O'Connor, Chaplain; Pharmacist Paul C. Law, USN; Lt. Angus M. Brooks (MC) USN; Lt. Comdr. Sidney G. Kennedy, jr., (MC) USN; Lt. Comdr. James D. Hibbard (MC) V-USNR; Lt. Comdr. William A. Coates (MC) VS-USNR; Lt. Comdr. Niel E. Eckelberry, (MC) VS-USNR. Third row: Lt. (jg) Louis A. Williams (MC) VS-USNR; Lt. George E. Penny, (MC) VS-USNR; Lt. Edward E. Hause, (MC) VS-USNR; Lt. Robert C. Lofgren, (MC) VS-USNR; Lt. (jg) Julian P. Breillatt, (MC) USN; Lt. Comdr. Leon Bromberg. (MC) VS-USNR; Lt. Comdr. Bertrand I. Krehbiel, (MC) VS-USNR; Lt. Comdr. Alfred L. Duncombe, (MC) VS-USNR; Lt. (jg) Bernard F. Duwel, (MC) USN; Personnel Officer; Chief Pharmacist Comer L. Harvill, USN. Rear row: Lt. Comdr. Harry B. Burr, (MC) VS-USNR; and Lt. Comdr. Paul H. Schraer, (MC) VS-USNR, the X-Ray Officer.

U. S. Army Photos

Left—At a jungle aid station on New Georgia Island, two Army doctors, Capt. Carl McKinstry and Lt. Harry L. Rubenfield, eat their "chow" from their helmets. Right—Field dental equipment in use in a hospital in Iceland.

Army Nurses in the War

by

Colonel Florence A. Blanchfield, AUS,

Superintendent, Army Nurse Corps

THE Army Nurse Corps has continued to meet the demands of an ever expanding Army. Many changes have taken place, designed to increase the efficiency of the Corps and to provide nursing care of the highest type at a moment's notice.

Prior to December 1942, Army nurses were on a comparatively low pay scale. Few officers held rank above First Lieutenant. By special acts of Congress, for the duration of the war and six months subsequent thereto, nurses are granted higher rank (relative) and receive pay of rank corresponding to that of officers without dependents. Thus the Superintendent of the Corps was promoted to the rank of Colonel and positions formerly held by First and Second Lieutenants were recognized as worthy of Captains, Majors and Lt. Colonels. Retirement for length of service and for disability also is granted by law to Army nurses.

Early in 1943 evacuation of the wounded by air became a reality. At the First Troop Carrier Command, Bowman Field, Kentucky, a school was started and the first class of air evacuation unit nurses, 39 in all, received their diplomas in February. Today, nurses of the Air Evacuation Command tend to casualties who are flown in special hospital planes from advance battle positions back to station or general hospitals in the respective theater of operations, or back to the United States. To date, some 125,000 severely ill and wounded soldiers in battle areas have been evacuated by air.

Emphasizing the continuing need for thousands of additional nurses to serve the Armed Forces is The United States Cadet Nurse Corps, a student nurse program designed for all branches of the Service as well as for civilian needs. After 21 to 30 months of basic training, the nurse is allowed to choose a branch which she finds most to her liking and to spend the final six months of her training learning the essentials of that service. This, it is hoped, will provide sufficient nurses to carry on the extensive program planned by both the Army and the Navy during the final months of the present war and the reconstruction period thereafter. For the present, volunteer nurses' aides have been assigned to assist in hospitals throughout the Continental U. S.

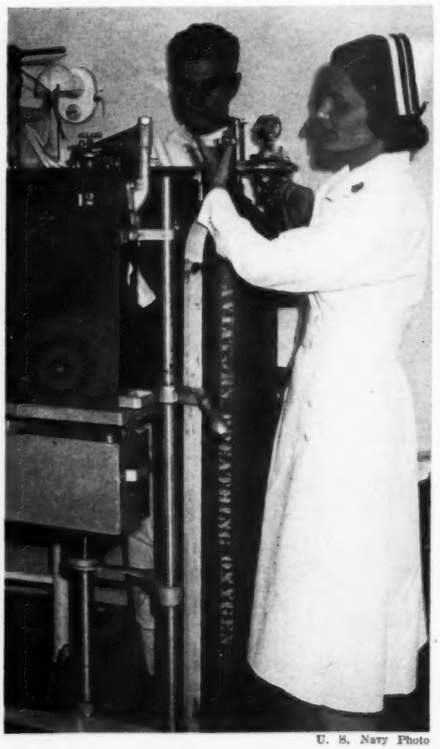
For the first time in the history of the Corps, nurses may marry and remain on active duty. Also, for the first time, married nurses without dependents are assigned to active duty both at home and overseas.

The new basic training course for nurses has been extended to the nine Service Commands. With the exception of weapons, this course includes much of the combat training

(*Continued on page* 148)

U. S. Army Photo

Lt. E. Koranda, Army Nurse, operating from a portable hospital in New Guinea, shows how a hypodermic should be given. Sgt. James Visaki is the "patient."



U. S. Navy Photo

Ensign Pearl Hanna, Navy Nurse, operates the valves of an oxygen breathing apparatus, while Hospital Apprentice 2c Ray Peabody looks on.

The Navy Nurse Corps

by

Captain Sue S. Dauser (NC) USN,

Superintendent, Navy Nurse Corps

THE war nears the close of the second year and the Navy Nurse Corps shows an increase in number of appointments exceeding six thousand members.

All the large training schools for nursing are represented in the Naval Hospitals and other activities within and beyond the continental limits of the United States. Nurses who have specialized in various branches of nursing contribute their particular skills for greater efficiency in the nursing service.

Qualified instructors of Nursing Arts eager to lend their knowledge to the best advantage have joined the Navy and are assigned to the Hospital Corps Training Schools or in hospitals to conduct classes in Nursing. They have readily adjusted their former prescribed curriculum to meet the needs of programs designed for acceleration of training, an exigency of the service. One of the aids to this rapid training is the audio-visual project, a series of routine nursing practices transferred to the screen. The technical procedures of these moving pictures are planned and designed by a former instructor of nursing arts in one of the large university schools of nursing. These instructors train not only the hospital corpsmen but also the members of the Women's Reserve of the Naval Reserve who will relieve and release a certain number of men for duty on ships and battle lines.

The nurse anesthetists are effectively meeting a need in Navy operating rooms. They are members of the National Association of Nurse Anesthetists and highly qualified in their special field.

The list of accomplishments over and above the required qualifications which appear in the Nurse Corps file includes proficiency in many foreign languages, the most unusual—Greek, Armenian, Russian, Chinese, Japanese, Arabic, Icelandic, Serbian, Syrian, Ukrainian and Turkish. Knowledge of Chinese and Japanese language was acquired by nurses whose parents for some reason or other were residents of China or Japan over a considerable period of time.

The enormous increase in care for dependents of Navy and Marine Corps personnel absorbs the nursing skill of a large number of navy nurses, substantiating the well known assertion: "The Navy takes care of its own." This department will continue to be a growing activity with the consequent effect of releasing an enormous number of beds in the overcrowded civilian hospitals.

The nurse who chooses the Navy for her military career is aware that her nursing duties will not be confined to the care of men. She knows her specialty in pediatric or obstetrical work will be advantageously utilized. She knows too the members of the Women's

(*Continued on page* 148)

The U. S. Navy's War Against the U-Boat

by

Rear Admiral Francis S. Low, U. S. Navy,

Assistant Chief of Staff (Anti-Submarine), U. S. Fleet

LIKE most phases of Naval warfare, submarine warfare, both offensive and defensive is fought on a constantly ascending scale.

The German U-boat of today is a far cry from their weapon of the last war. Yet the Germans nearly won the last war before the Allied Nations awoke to the threat, produced sufficient escort vessels and developed proper tactics to protect their convoys.

The U-boat of today is a tough foe. It is welded, of heavy steel plating, and is able to withstand far greater punishment than could its predecessor of the last war. Its surface speed has been increased markedly. It can submerge faster, and it can dive deeper. It is more heavily armed, particularly with anti-aircraft weapons. Most important of all, its communication facilities, keeping pace with the tremendous progress in this field, are improved immeasurably. Additionally, today's U-boat lets loose a torpedo that is faster, deadlier, with a more powerful charge of explosive, and is, nearly always, electrically controlled, leaving no wake.

To achieve our present relatively satisfactory position in the battle against this U-boat, it obviously has been necessary for the United Nations to develop counter-measures that are improved to a relatively similar degree over our tools of the last war.

During this country's first year of participation in the present war, the German U-boat was able to exact a tremendous toll of United Nations' shipping before we were able to obtain sufficient quantities of the proper weapons to offer any chance of real opposition.

The U-boat struck off our Atlantic Coast in January, 1942, little over a month after the Japanese attack on Pearl Harbor. Having been hurled into a two-ocean war of unprecedented proportions, our still limited number of destroyers were taxed to the utmost protecting the most vital supply routes as our available forces were rushed to Hawaii, the Panama Canal, Alaska, the United Kingdom, and, particularly, to the far distant South Pacific.

A large number of wooden submarine chasers and steel patrol craft were "on order"; many were actually in various stages of construction. Basic experiments and trials had been conducted for the new escort aircraft carriers, utilizing a flight deck on a merchant ship hull, and contracts for many had been placed.

But when the German underseas raiders hit off our coasts, we actually had available only a handful of proper facilities to afford protection to our coastwise shipping. Despite the lack of equipment, defense against the submarine was established immediately, and various Sea Frontier Commands unified anti-submarine action.

Small patrol vessels, minesweepers and various Coast Guard Craft were pressed into anti-submarine service. Army aircraft, civilian aircraft, civilian yachts and fishing boats, and often the owners of such civilian craft who volunteered for this hazardous duty, were utilized. Meanwhile, production of escort vessels and heavier and lighter than air patrol aircraft was rushed. Simultaneously, training facilities were established where officers and men could be instructed in the specialized operational tactics of anti-submarine warfare.

By mid-1942 sufficient escort vessels and aircraft had become available to allow the Navy to institute convoying along the lanes of the east coast, and gradually the U-boats were pushed farther out to sea and to the South.

The enemy submarines shifted to the Caribbean, the Gulf of Mexico and the Atlantic off the Northern Coast of South America. Often beyond range of aircraft, additional surface escort vessels were necessary for the principal defense. By the Fall of 1942 sinkings in the Gulf of Mexico and the Caribbean had become rare, and later, following Brazil's entrance into active cooperation with the U. S. Navy and the active participation in the war against the U-boat, sinkings off South America decreased substantially.

The U-boat was pushed farther and farther out to sea, out of the range of shore-based aircraft, both Army and Navy, which were being brought into service in growing numbers. To fill the mid-ocean gap, escort aircraft carriers and larger patrol vessels urgently were needed.

The destroyer escort vessel, a combatant ship approximately the same size as the destroyer of the last war and planned for mass production, had been designed in 1941, and orders had been placed for large numbers. Strategical requirements, however, necessitated the temporary slowing down of the destroyer escort program to rush production of other types of vessels, particularly landing craft, necessary for important offensive operations.

By the Spring of this year, the Navy began to get deliveries of destroyer escort vessels. They are now joining the Fleet in gratifying numbers, and by the end of the year hundreds will be in commission. About the time destroyer escort deliveries in quantity started, escort aircraft carrier deliveries gained momentum. The Navy was soon to have the tools to close the mid-ocean gap.

In May, 1943, therefore, the time was propitious for the Commander in Chief of the

(*Continued on page* 156)

Blasted to the surface after a previous bombing, a German submarine is the target for another plane attack. The bombs throw up a cloud of spray that envelops the raider. The photograph was taken as planes from Escort Carrier "B" successfully frustrated an attempted attack upon their convoy by 11 submarines of a pair of Nazi "wolf packs."

U. S. Navy Photo

The Women's Army Corps

by

Colonel Oveta Culp Hobby

Director, Women's Army Corps

THE Women's Army Auxiliary Corps was born out of a need that arose with America's entrance into the War. In the second year of the War, the Corps emerged a component part of the Army of the United States, fully entrenched in every branch of the service.

"The WAC in the War" may be best told by visualizing thousands of uniformed women doing jobs which men formerly did at Army camps and stations all over the United States, in Africa and in England. By seeing women who voluntarily accepted new responsibilities to speed an Allied Victory and to hasten the return of soldiers from the battlefronts.

But back of those on-the-job WACs is another story. It is the story of the men and women who envisioned the need and feasibility of harnessing the civilian training and skills of women and fitting them into the Army's plan for total Victory. It is the story of the Congress which first created the Auxiliary Corps and later gave it full status as a branch of the Army. It is the story of President Roosevelt who in three executive orders increased the authorized strength of the Corps from 25,000 women to 200,000 women.

The success of those who enrolled in the country's first military organization for women, outside the Army Nurse Corps, may be seen in General Marshall's statement that the Army could use 600,000 WACs to fill much needed jobs.

The important jobs WACs are filling in the Army today, number 155 of the 628 Army Specialist jobs on which enlisted men are employed.

When President Roosevelt and Prime Minister Churchill met at Casablanca, five WAC officers were there. When they met again for the Quebec conference, four WAC officers and 25 enlisted women handled all of the communications. Back of the fighting lines in North Africa are WACs. Serving with the Eighth Air Force in England is a battalion of WACs. But even more important in the history of what the WAC is contributing to this war effort are the everyday tasks being performed by the WACs.

In short, wherever there is an Army camp or station, WACs may be seen driving everything from a jeep to a two and a half ton truck, working in offices, handling communications, operating radio control towers, testing guns for accuracy and durability, training pigeons for the Signal Corps, plotting maps serving as technicians in hospitals and dental clinics, working in stockrooms and doing countless other jobs that a man has done in other wars.

When the Corps was created it was patterned so much after the regular Army that its conversion into a component of the Army was mostly a matter of paper work.

Training centers were set up and operated on exactly the same lines as those of the Army. In the beginning Army officers handled all of the training program. Most of the training is now done by WAC officers. Army men still serve as Commandants at the three WAC training centers in Fort Des Moines, Iowa, Daytona Beach, Florida, and Fort Oglethorpe, Georgia, but recently Major Elizabeth Strayhorn was the first WAC to be appointed an assistant commandant. She is stationed at Daytona Beach Training Center.

Recruits are given a five weeks' basic training course. After this course is completed they may enroll in any one of the 38 specialist training schools, be assigned for duty or make application for Officer Candidate School.

The Corps has never commissioned officers

(*Continued on page* 155)

Coast Gua

by

Lieutenant Commande

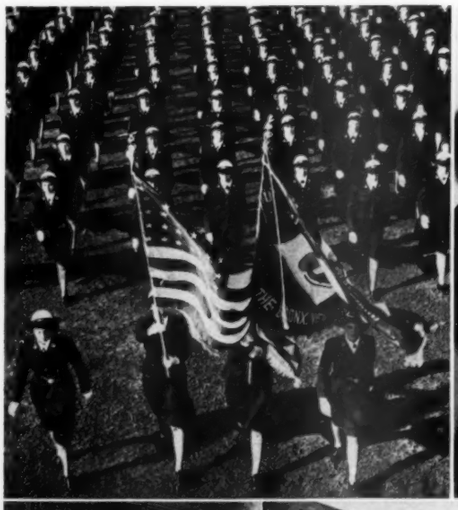
Directo

IN little more than a year, the Women's Reserve of the United States Coast Guard Reserve has developed from an idea into a strong working organization with a wide scope of duties.

Originated by Congressional act in November of 1942, the Coast Guard Women's Reserve, better known as the SPARS, now numbers approximately 6,000 enlisted women and officers in billets throughout the continental United States.

With a purpose to release more Coast Guardsmen for sea duty during the war, SPARS have taken over many billets that otherwise would be occupied by men. Although restricted to duty in shore establishments, they serve in many different capacities and there are billets for either individuals or groups with special training in various lines of work.

Enlisted SPARS may hold thirteen different ratings: Yeoman, Storekeeper, Quarter-



Upper left—WAVES parade on the drill field at the U. S. Naval Training School for Women's Reserve, Bronx, N. Y. Upper right—Vice Adm. Russell R. Waesche, commandant of the Coast Guard, congratulates Yeoman 3rd C Maxine B. Neal, upon being recommended for officers training school. Lower—Operating telephone switchboards at Army installations is one of the jobs of the WAC.

t Guard Spars

by

mmande Dorothy C. Stratton

Directo pars

master, Commissary Steward, Pharmacist's Mate, Radioman, Gunner's Mate, Bugler, Cook and Baker, Photographer's Mate, Coxswain, Carpenter's Mate, and Seaman. They receive the same pay and allowances as Coast Guardsmen in the same rating.

Many SPARS are now serving in district Coast Guard offices. Others are stationed at Coast Guard Headquarters, training stations, and air stations. In places where the complement is large and housing conditions difficult SPAR barracks are provided.

SPARS are taken into the service through regular Coast Guard Recruiting Stations. To enlist, a woman must be an American citizen from 20 to 36 years old, and have had at least two years of high school or business school. A married woman may enlist if she has no children under 18 years of age and her husband is not in the Coast Guard. Although a SPAR cannot marry during her training

(*Continued on page* 154)

Women's Reserve of the Navy

by

Lieutenant Commander Mildred H. McAfee

Director, Women's Reserve, U. S. Naval Reserve

JUST two years after the entry of this nation in the war many thousands of women are on active duty as members of the Women's Reserve of the United States Naval Reserve and serve their Navy in a variety of billets. From Seattle to Key West women in the familiar navy blue uniform of the WAVES may be seen working at air stations, operating bases, Navy yards, hospitals, and other shore establishments. In many cases the women have received their entire training for a new job or a new skill in the Navy. The training program has expanded to meet the increased demands of this growing branch of the naval service.

All WAVES receive their introduction to Navy life at either one of two schools. Enlisted women go to the recruit training center in The Bronx, N. Y., and officer candidates attend the Naval Reserve Midshipmen's School at Northampton, Mass. Here they learn about the general organization of the Navy, its regulations, customs and etiquette, they drill and participate in a physical fitness program and, most important of all, they are interviewed in order that the Navy may determine what types of jobs they may best fill. After recruit training the enlisted women are either assigned immediately to duty stations as seamen, or are sent on to specialist schools where they study to qualify for ratings such as those of yeoman, radioman and storekeeper. The majority of officers are assigned to technical or administrative duties; the others take advanced training in the fields of aerology, communications or supply. A limited number of officers are receiving specialized training at the Navy Japanese language school in Boulder, Colo.

Once the WAVES are assigned to their duty stations they cease to function as units of women and are assimilated directly into the work of the station, serving in billets in exactly the same position in the chain of command as the men who held the positions before them. Of course there are always women officers detailed to stations where enlisted women are placed in order to handle special problems which may arise. On many of the larger stations government quarters have been provided for the WAVES, and in places where such quarters are not available, officers of the Women's Reserve make certain that the women find suitable housing.

The types of work which the WAVES do on these stations are constantly increasing in number, a tribute to the confidence which military leaders have placed upon the adaptability of women to new posts. Some of the seamen act as chauffeurs, messengers, teletype operators, key punch operators, librarians, and receptionists. Others are cartographers, mechanical draftsmen, statistical typists and clerks, and commercial artists. A special group of women designated as seamen (U) have volunteered to do general utility work in WAVE quarters. In connection with mess detail some members of the la ter group are striking for the ratings of ship's cook or baker by assisting in the actual preparation of the food; others are striking for specialist (U) which entails supervision of housekeeping and the serving of food in a Navy mess.

Petty officer duties include many types of work, some familiar to women and others now open to them for the first time. Clerical and secretarial duties are performed by yeomen; and the business work of keeping the records associated with supply activities falls to storekeepers. Specialists (M) are handling the same duties as the men who are mail clerks with the exception of the extra heavy work, such as lifting the mail bags. Women with photography experience in civilian life are now developing, printing, and enlarging

(*Continued on page* 155)

Women In the Marine Corps

by

Major Ruth Cheney Streeter

Director, Marine Corps Women's Reserve

LESS than a year ago, the Marine Corps Women's Reserve was but an idea in the minds of a few higher-ups. Today, thousands of women Marines are at work in more than 125 different type jobs at more than 50 Marine Corps bases and stations; and every two weeks 525 new "boots" arrive at the great Marine post, Camp Lejeune, New River, North Carolina, where all basic training for women Marines takes place.

USMC Photo

Member of the USMC Women's Reserve logs in a plane for a pilot who has just landed.

At Camp Lejeune, one whole regimental area has been set aside for their use. There are barracks and classrooms, three mess halls, a theatre, post exchange, service club, library, laundry, and other facilities both for their healthful living and sound training. They emerge from their six-week indoctrination imbued with the esprit de corps and eagerness to serve that have long been Marine Corps trade marks.

Versed in Marine Corps organization and administration, Marine Corps history, naval law and terminology, map-reading, military symbols, communications, aircraft identification, characteristics of infantry weapons, and other pertinent subjects, they also know how to drill, how to command a platoon, and how to perform interior guard duty. They have seen Marine men at work and on maneuvers. They have learned what makes the Marine

(*Continued on page* 154)

Coast Guard Aviation in the War

by

Commander Frank A. Leamy

Chief Aviation Operations Officer, U. S. Coast Guard

CONCEIVED and developed strictly for peacetime duties, the aviation branch of the United States Coast Guard has taken wartime assignments in its stride with the ease and efficiency of a veteran.

Less than 30 years old, this unit of the nation's oldest maritime service was concerned chiefly with humanitarian and marine police duties prior to World War II. With the shift of the Coast Guard to the Navy Department for the war period, it met many new demands upon its services and became an active part of the military program.

No longer are routine police and patrol operations, inspection of Aids to Navigation, and flying ambulance and rescue flights the first concern of Coast Guard aviation. With a wartime assignment to assist the Navy in every possible way in the protection of convoys and antisubmarine patrols, its activities fall into three general classifications, patrol, search, and convoy coverage. In addition, assistance and rescue operations offshore have increased greatly during the war period.

Working in collaboration with Navy and Coast Guard vessels on routine patrols, Coast Guard planes made 17,834 flights between December 7, 1941, and July 1, 1943. A total of 60,327,042 square miles were searched and patrolled by Coast Guard aircraft during the same period. Assistance flights totaled 763, during which 95 survivors of torpedoed vessels and aircraft downed at sea were actually rescued by Coast Guard planes and 1,019 were located by such planes so that surface ships could rescue them. Coast Guard planes on offshore patrol have also participated in bombing attacks against enemy submarines.

In the foreign war zone, the first patrol bomber squadron entirely manned by Coast Guard aviation personnel and assigned to duty in the overseas combat area is now in operation. This squadron, with Commander D. B. McDiarmid, USCG, as commanding officer, engages in air, land, and sea rescue work as well as combat and reconnaissance.

Aside from its wartime program, Coast Guard aviation still performs its former duties. Among these is observation of ice packs and storms in the Great Lakes and northern waters to help protect ships in those vicinities; flood relief duty, which includes transportation of doctors, medical supplies and food to distressed areas; cooperation with the Coast and Geodetic Survey in aerial photography and mapping of defense areas; and the transportation of personnel and supplies required in the war effort.

Along with the Coast Guard as a whole, the aviation branch has expanded considerably during the war. Since the Pearl Harbor attack, the number of pilots has increased six-fold, and the number of planes increased three-fold. Additional planes yet to be delivered will increase the number in operation to five times that of peacetime.

Coast Guard wings hover protectingly over a convoy, on the alert for enemy U-Boats. Accompanied by a U. S. Navy blimp, the planes circle the outbound convoy, ready to drop depth charges at the first sign of trouble.

U. S. Coast Guard Photo

Although its operations are necessarily under Navy direction, Coast Guard aviation has preserved its own unity for administrative and logistics purposes. Coast Guard personnel man the nine Coast Guard air stations, and operate all Coast Guard planes. Additional planes, when needed, are procured from the Navy because they are more readily available and more adaptable to the new wartime duties of Coast Guard aviation.

Aviation pilots are selected from enlisted ranks and sent to Pensacola for training. Requirements for these men specify that they be under 27 years of age, have a high school education, are recommended by their commanding officer for aviation training, and are able to pass the flight physical examination.

Designation as Coast Guard Aviators also is open to all officers of the Coast Guard, either Regular or Reserve, who can meet the age and physical requirements for entrance at the Naval Air Station in Pensacola.

In contrast to its present importance and promising future, Coast Guard aviation faced many early difficulties in proving its worth. This branch of the service came into being in the summer of 1915, when the late Captain B. M. Chiswell, then in command of the cutter Onondaga stationed at Hampton Roads, and two junior officers conceived the idea of a Coast Guard air patrol.

The idea resulted from the fact that many old, poorly maintained schooners then on the Atlantic seaboard often were dismasted by winter gales and Coast Guard vessels had to search for them. It was reasoned that an airplane would greatly expedite operations. Obtaining a plane, these officers proved their idea to be a good one.

The Naval Appropriation Act in 1916 authorized the Coast Guard to establish ten air stations along United States shores.

The second phase of development, following the Armistice, was highlighted by individual pioneering and experimentation. Also by a struggle once again to convince personnel of the airplane's practicability in the routine duties of the service.

A third phase, beginning in 1926, marked the real start of Coast Guard aviation as it exists today. Between 1932 and the outbreak of the present war nine air stations were built and put into operation, and aviation became an increasingly active unit of the service. The post-war future holds even greater promise for its development.

The Influence of the War on the Design and Development of Naval Aircraft

by

Rear Admiral DeWitt C. Ramsey, USN

Chief, Bureau of Aeronautics

REGARDLESS of the time and money expended on war equipment, and of the exhaustive tests which the Navy makes at proving grounds and in exercises, there is only one conclusive test of such equipment—battle.

Battles — many battles — have proven, among others, two things of particular importance to the Navy with regard to its program of airplane design: first, they have completely justified the ruggedness and "pilot safety" features built into our planes, and secondly, the brilliant combat record of Navy pilots has proven the possibility of designing a carrier fighter plane equal to land-based types, in spite of the handicaps necessarily imposed by carrier operations.

In our first clashes with the Japanese—the Navy's primary air opponents thus far in the war—we found the enemy had proceeded on a theory diametrically opposed to ours. He had discarded the weight of self-sealing gasoline tanks, armor and other protective devices in favor of greater speed and maneuverability. In so doing he also discarded great numbers of pilots, for the nice balance between offensive power and defensive features inherent in our fleet aircraft was completely lacking in corresponding Japanese types. The ratio of pilot and plane losses to date is so heavily in our favor that the figures are almost fantastic.

As a result of the experiences of our pilots in the fast-moving early days of the war, further lessons were learned. The light Japanese planes had tactical advantages in combat. Obviously our tactics had to be revised to counter these advantages, and this was done with great success. At the same time, certain material changes were made in our planes, the details of which cannot be disclosed for security reasons. Although improvement in rate of climb and maneuverability accrued from these changes, it soon became apparent that our earlier solution of the question of pilot protection in the design of combatant aircraft was basically sound. We have adhered to this principle in the development of our two new fighters, the Corsair and the Hellcat, which already have displayed their fighting prowess to the pain and regret of the sons of Nippon.

These new fighters, as well as our new torpedo-bombers and scout-bombers, have much greater speed, higher rate of climb, and greater maneuverability than the planes with which we started the war. It is gratifying indeed to be able to state that these advantages have been attained without sacrifice of protective features. In a belated effort to incorporate such features the Japanese have lessened perceptibly the maneuverability advantages possessed by their aircraft at the opening of hostilities. Their planes are constructed so lightly that the addition of extra weight imposes great sacrifice in performance. Our latest models, on the other hand, highly powered and ruggedly built, have been able to absorb all structural improvements required and at the same time have achieved highly increased performance.

Leathery-looking wings of the Navy's Hellcat (F6F) fighter plane stretch out over the clouds. "More climb and speed" the early combat pilots asked. The sturdy well-armed and armored Hellcat is one of the Navy's answers.

U. S. Navy Photo

As a result of the general application of our design theories and principle lessons learned, it is safe to say that in carrier warfare the aircraft of our Fleet Air Arm today are getting there first, with the greatest altitude *and* with the most effective pilot protection of any naval aircraft in the world.

It is pertinent to point out that planes built for carrier use must be sturdier than their counterparts which are operated solely from land bases. Catapulting and landing in the arresting gear aboard carriers impose stresses not encountered in shore based operations. It would appear, therefore, that carrier-based planes must, ipso facto, be inferior to land-based aircraft of corresponding types. The Corsair and Hellcat definitely prove that this need not be true. Assuming equal skill in tactical handling and gunnery, either of these planes may be matched against any fighter in existence.

Our naval aircraft can operate from carrier decks or air fields with equal facility. If this had not been so during the early days of Guadalcanal when our shipboard planes were operating from Henderson Field, desperately battling side by side with the Army and Marine squadrons to stem the tide of the Japanese air and naval offensive against that position, the entire situation in the Solomons today might be vastly different.

The lessons learned about naval aircraft include one of outstanding importance; they are indispensable to our victory in the Pacific. As it takes specially designed planes to operate from carrier decks, so it takes carriers —many carriers—to move those planes to the theatre of vital interest. Carriers transported fighter and dive bomber squadrons to positions from which they could be flown to Guadalcanal at a period when, had they not been delivered, the battle surely would have gone against us. The distance of Henderson Field from our nearest air bases at that time was too great to permit the routine ferrying of all but land type bombers and transports. Marine and Navy squadrons *did* get in, thanks to the ability of carriers to transport them. If we had had a greater number of carriers and carrier-based squadrons, our air supremacy would have been established that much sooner, and the critical stage in the battle for the Solomons would have passed that much earlier.

We have pitted our planes and theories against the Japanese for two years. The balance—the ratio of aircraft shot down between ourselves and the enemy—is anywhere from four to six-to-one in our favor.

(*Continued on page* 153)

The Second Army's Part in Training for the War

by

Lieutenant General Lloyd R. Fredendall

Commanding General, The Second Army

SECOND Army's mission has been to take the primary school soldier and put him through his military high school training. Second Army's graduates have gone, and will continue to go, on to the College of Foreign Service and into the University of Combat. How many officers and men who have received their training through Second Army and have gone on to attain that ultimate ambition of every soldier—COMBAT—can be told only when the now secret tabulations of our war training program can be told, after the war—and the peace—have been won.

Second Army's mission has been to take the basically trained individual soldier from the training centers, place him in a division or smaller unit and there teach him how to work as a part of a fighting team, and then to teach the smaller teams to fight as units of bigger, more powerful teams. It is here that the individual soldier learns that the company fights for the battalion, the battalion for the regiment, the regiment for the division and the division for the corps or army.

The Training Center graduate comes to Second Army as an individual soldier, well versed in such individual fundamentals as marching, discipline, personal hygiene and knowledge of his arm or service: infantry, artillery, cavalry, engineers, quartermaster or any one of the numerous specialized groupings. He knows, too, the individual rights, duties and privileges of the soldier under the Articles of War. Here, for the first time, he finds himself mixed in with a cadre, or skeleton organization of trained soldiers. Here begins his advance training as a member of a team.

The cadre has been through its training stage with a division, or smaller unit, and knows how infantry and artillery, with engineers and cavalry, quartermaster and signal —and medical units—work with interlocking functions to become a smooth running, self contained and self sustaining machine, capable of fighting on its own.

The officers commanding these new units are carefully selected, trained in command and staff functions and assigned to command or staff work in the training plan of the new organization.

Since 1941 this work of training divisions has been carried forward in Second Army. Its divisional training camps are in an area stretching from Florida to Colorado, from Alabama to the Great Lakes.

Second Army's training programs are those ordered by the Army Ground Forces. Flexibility has always been maintained to permit quick inclusion of new ideas as they are approved and passed on by Ground Forces—doctrines designed to overcome deficiencies noted on the field of battle abroad or to circumvent new stratagems of the enemy.

The training of a division, in its initial activation area, progresses to the point in Second Army where interior organization and performance is as near perfection as possible. Through continual inspections, the charts of divisional efficiency maintained at Second Army Headquarters in Memphis indicate when "graduation day" is due, when the division is ready for maneuvers.

The great Middle Tennessee maneuver area, comprising 21 counties in an area approximately that of Sicily, is now—and has been for three years — the testing ground where Second Army has put its divisions into the crucible of field conditions. The terrain is variable, stretching from the rugged hill country of the eastern area to the farm land in the more western counties, north and south of the deep-banked, meandering Cumberland River.

The climate is as variable as the terrain, with maneuvers being conducted from the chill and rains of early Spring, through the hot summer months and into the crisp football weather of early fall. This year the cold and snow of winter training is to be added to the Second Army maneuver schedule.

Staff work comes into its own in the Maneuver Area. No longer confined to individual division exercises, staff members must learn to coordinate their work with corps and army. G-1 must master his vast personnel problems; G-2 must learn to locate and evaluate the "enemy" on a scale hitherto known to him only in books; G-3 properly and adequately to allocate and coordinate his forces to carry out the mission assigned; and G-4 is brought sharply to face with the complex problems of supply to support the determined plans of operation. Chiefs of Staffs must coordinate these plans and commanders make the proper decisions to meet the ever changing situations.

Through each operation of each maneuver problem (there are eight to a phase), realism is maintained to a high degree. Blackout driving, the constant setting up and clearing of bivouac areas, the flow of ammunition, gas and food, the maintenance of individual and unit security, the care and cleaning of weapons and vehicles—these are the fundamentals of daily field life.

Air-ground support and close cooperation between air and ground components is a continuous process. The infantry-artillery team has learned how vital is their partnership and the age old jealousies of the two arms have

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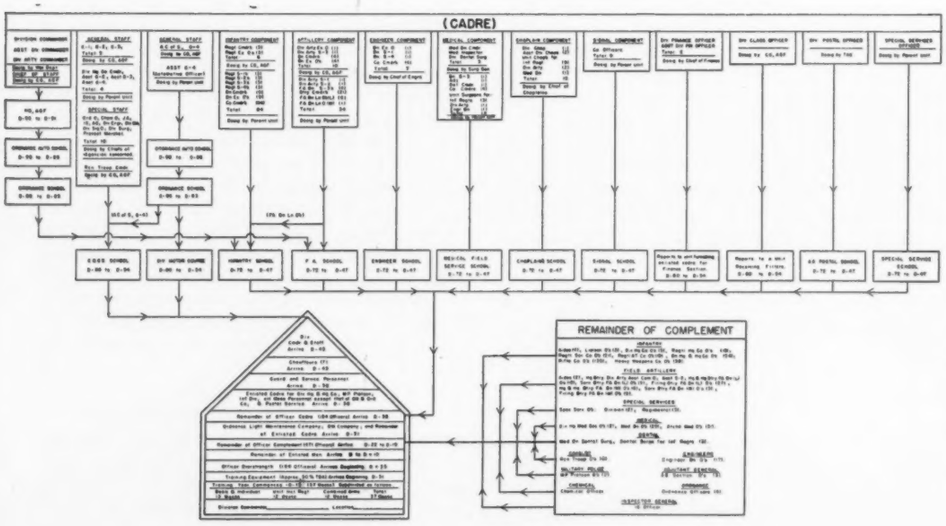
Building an Infantry Division
Activated D Day



The Role of the Infantry School

by

Major General Charles H. Bonesteel, U. S. A.

Commandant, The Infantry School

TWO military adages have a direct and important bearing upon any discussion of the role of The Infantry School in keeping Infantry training abreast of the war. They are:

"A lifetime in the Army is a never-ending search for knowledge."

"The science of war is the only science in which laboratory tests are impossible."

In connection with the first of these adages, those charged with the making of policies for The Infantry School recognized the necessity immediately after the invasion of Poland for a close and continuous study of combat developments in order to discover and incorporate into training as rapidly as possible new methods of combat made necessary by new weapons or by any other causes. Reports were exceedingly meager for several months but as such reports increased in number, the task of studying them and extracting for the use of the School those matters having direct application to Infantry combat was made the primary duty of one of the more experienced officers on the School staff and was made a continuing duty of all other members of the staff having the time for such study.

As the scope of the war extended and after the United States became a belligerent, two highly important additional sources of this type of information became available and have been used to the greatest practicable extent. One of these additional sources was the observations of members of the School staff and other AGF observers who have been sent to the various theaters of operations for the purpose of studying the actual application of principles and methods taught at the School. Another source was the experience of officers who had actually participated in combat and who had been returned and assigned to the School as instructors.

Certain things became apparent when the first reports were received from theaters of operations in which United States troops had been engaged. Most of these were closely related and can be boiled down into the vernacular statement that our troops weren't "tough enough." Analysis showed that this lack of toughness was due to a number of causes. In certain cases leaders were inclined to be too considerate of their subordinates and unwilling to order them to perform arduous or dangerous duties which needed to be performed. Troops were shocked and bewildered by the noise and confusion of battle and by a sudden realization of the extreme danger of the battlefield. Troops were physically not qualified to meet the extreme physical demands of combat activity.

When the significance of this information became crystal clear in early 1942, drastic steps were taken without delay to correct the indicated deficiencies.

Battle conditioning—the introduction of conditions approximating those which prevail in actual combat—was introduced immediately into a large amount of the School's instruction. Machine guns fired live ammunition over the heads of students undergoing instruction. Explosives were detonated close to them as they advanced or awaited attack. Simulated booby traps were rigged up and furnished startling evidence of the necessity for caution. These additions were incorporated with the greatest care to minimize the possibility of accident while at the same time providing maximum realism. A mock village was constructed to facilitate instruction in combat in towns and also a mock fortified area in which to teach that type of fighting. Courses were built whose negotiation required the greatest physical effort and stamina and all students were required to go over them not once but many times.

In these and other ways The Infantry School sought to "get tough" and disprove the second adage—to provide a laboratory for the science of war.

Additional stress was laid upon the subject of leadership and the teaching of this subject was assigned to an experienced officer who had received the highest recognition for possession of this quality. The instruction was based largely upon actual combat experience during the current war and upon actual practice in the field.

Many other specific lessons have been learned from each of the sources of information enumerated. One of the first observers sent from the School to a theater of operations cabled back from Egypt almost immediately after his arrival his opinion of the extreme importance of the subject of mine laying and protection against mines. Within ten days The School's instruction in this subject, now recognized as one of the outstanding distinctive characteristics of this war, had been greatly expanded and that expansion was continued until coverage of the subject was adequate.

The continuing effect upon the School's instruction of lessons learned during the current war is probably best exemplified by a statement of fact: The program for instruction for everyone of more than 300 officer candidate classes which have been graduated from the School during the present emergency has been different. Such changes for successive classes were often minor but the cumulative effect has been great. Despite this rapid and continuing change of instruction, however, the teaching of fundamentals has remained unchanged with the result that a graduate of the first officer candidate class should

(*Continued on page* 143)

Infantry School Photos

Left—Among the criticisms that came back from the fighting fronts was the fact that our troops were not "tough enough." Immediate steps were taken to increase the arduous physical training program and to inject more realism into the simulated battle training. Left—Officer candidates are shown charging across a shallow stream with the prospect of rugged going through the woods in front of them. Right—Officer Candidates attack a building while simulated mortar fire bursts around them.

Censorship as A Weapon of Offense

by

Byron Price

Director of Censorship

LEARNING by experience, the Office of Censorship has been able during the past year to expand greatly its contribution to the war.

Coming into being just after Pearl Harbor, with few facilities and small personnel, the agency was compelled by force of circumstances to devote the first months to the purely defensive aspects of censoring. For a considerable period almost its only concern was to devise ways and means to keep information from the enemy. This required a firm grip on the channels of international communication by cable, radio-telegraph, mail and all other means, as well as an integrated program for restricting on a voluntary basis the domestic operations of press and broadcasting.

That much accomplished, and with the machinery for intercepting undesirable information in working order, it became possible to give increasing attention to the use of Censorship as a weapon of offense. We began to consider more and more carefully what affirmative value the intercepted information might have as an aid in winning the war. The results were most surprising to many of our colleagues in other war agencies, who never had realized fully that the work of the Censor might find its chief importance, not at all in keeping information from the enemy, but in gathering information which could be used against the enemy.

In every war, of course, some use has been made of information found in the mails and cables. In the last World War the process of distributing such information reached large proportions although it never was put on a fully organized basis. In general, the departments having membership on President Wilson's Censorship Board—War, Navy, Post Office, and the War Trade Board,—simply divided among themselves such intercepted messages as appeared of interest. The practice appears also to have been confined almost entirely to intercepted cables. Little was done about valuable material found in the mails.

In the current Censorship operation this process of selection and distribution of information has become an intricately organized and carefully guided process. Those who examine the mail and cables by no means follow a hit-and-miss pattern. They know what they are looking for, and how important it is that they find it. Time and experience have made many of these censors expert,—almost professional,—in their ability to separate the wheat from the chaff and even to ferret out elusive kernels of exceptional value.

All of this required elaborate preparation. The first step was for Censorship to inquire of the other war agencies just what sort of information they needed. Most of them, because of a natural inability to visualize the possibilities, did not know how to answer. They replied either in general terms or by asking for everything. Names submitted for the Watch List of Censorship, for example, were often selected by guess, or on vague suspicion, so that the total reached proportions entirely beyond the limits of practical operation. At one stage the multiplication of lists of suspects became so mountainous that Censorship began to foresee the day when every man, woman and child in the country would be included, and an entirely new start would have to be made.

The same situation applied to subject matter on which the war agencies wanted information. Some asked for data already easily available in other regularly-prepared government reports. Some wanted material which by no elasticity of imagination could be regarded as falling within the scope of their proper responsibilities. The most common fault was an inclination to look on Censorship as a new bonanza from which could be extracted ores of every conceivable character for use in many ways wholly unconnected with the war.

A tedious and determined campaign of refinement had to be undertaken. Censorship took the view that, first, it would deal in no wares which were not essential to prosecution of the war; and, second, that it would furnish no information which could be readily obtained through government machinery already in existence. Furthermore, in the interest of practical operation within our resources, many of the least important categories had to be eliminated arbitrarily.

Through long discussions with the agencies, a list of several hundred topics was adopted as the standard Subject-Matter Guide of Censorship, and the names of the agencies legitimately interested in each topic was set down opposite the item. Watch Lists similarly were brought into manageable proportions. Schools were conducted with the double purpose of educating our examiners in the art of making selections intelligently, and the personnel of the war agencies in the allied art of piecing together intelligently the information given them. Censorship took the view con-

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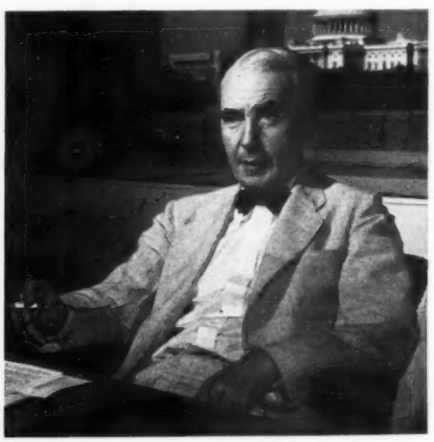


Elmer Davis, Director, Office of War Information.

Capt. Leland P. Lovette, USN
Director, Office of Public Relations, Navy Dept.

Byron Price, Director of Censorship.

Flow of War Information

by

Elmer Davis

*Director, Office of War Information**

IN the early months of the war, when things were going badly for the Nation, official reports of our military and naval operations were often belated, confusing, or inadequate. This was one of the principal reasons for the establishment of the Office of War Information. The conditions then complained of have for the most part been corrected. Enlightened public relations policies at the headquarters of General Eisenhower, General MacArthur, and our other commanders in the field have insured a prompt and liberal flow of news from all the theaters of military operations; and there has been a similar liberalization of policy in the War and Navy Departments in Washington.

It is true that these improvements in the information supplied by the Armed Services have come in a period when they had little but good news to give the nation. But I am confident that the people would be able to stand the strain if we should again have to go through a period of uncertain fortunes and of heavy loss—as we may, before the victory over Italy is followed by the final destruction of the military power of Germany and Japan.

In recent conferences with officials of the Army and Navy, I have found them just as conscious as was the Office of War Information that the flow of news pictures from the battle fronts has hitherto been unsatisfactory, and just as determined as we are that this and any other shortcomings in the supply of military news must and will be corrected.

Nevertheless I do not think any of us can be too happy about our success in giving the American people the general perspective that they need in order to develop an informed and intelligent understanding of the war's status and progress, and of what they want to get out of victory when they have won it. For in trying to give them that perspective we run counter to some of the most deep-seated of human sentiments; and counteracting emotion by intellectual demonstration is bound to be slow work. One of these sentiments is optimism—a useful state of mind when things are going badly, but one that can be harmful when things are going well.

There is no present reason to expect that victory will come either soon or cheaply. We already see that while the surrender of the Italian Government and armed forces will make it easier to occupy Italy, that occupation will not be completed without hard fighting. And we have not yet struck at the core of either German or Japanese power. It is possible that the political disintegration of Hitler's ramshackle empire, already well begun, might bring a decision in Europe earlier than it might be expected on purely military grounds. But it would be far more difficult for those Germans who are sick of the war to translate their feelings into action than it was in 1918.

We may likely, before the war is over, see a phony revolution in Germany, put over by a sham opposition—by Nazi leaders or by military leaders who would be willing to cut the throats of any of their old associates if they could thereby save not only their own necks, but the substance of German military or industrial power.

But the object of such a revolution would be a compromise peace, which would leave Germany still strong among her shattered neighbors—a peace which would be only the beginning of German preparation for the next war. That kind of victory would be no victory at all. If we want a real victory, a victory that has a reasonable prospect of lasting, we are going to have to work for it—work harder than some people will now believe.

We must give the people the facts, all the facts that military security will permit, so that they will know what this war is like. It is a tough war, a mean war, for the men who are fighting it—whether in the snow and fog of the Aleutians, in the swamps and jungles of New Guinea and the Solomons, or among the olive groves of Africa, Sicily, and Italy. People in this country whose sons or hus-

(*Continued on page* 144)

*This article was compiled from remarks made before the New York State Publishers Association.

News of the Navy

by

Captain Leland P. Lovette, U.S. Navy

Director, Office of Public Relations, Navy Department

BESET treacherously by a cunning enemy, the American people did not know, in the bleak winter of 1941-42, whether their western defenses could hold against the Japs, whether their eastern shores could be protected from the Nazis. The Marines held valiantly at Midway; the scant escorts doggedly protected the Atlantic convoys.

Then, after months of anxiety, came the answer to that frequent query: Where is the United States Navy? It came in the thunder of the smashing victories of the Coral Sea, Midway, and Guadalcanal. American sea power in the Pacific had wrested dominance of the vast Central and Southwest Pacific, had secured the vital communications to Australia and New Zealand.

At the same time, although ever so slowly, the U. S. Navy—spread as it was over all the oceans and fighting ready foes on every front—began to meet, then hold, then beat the Nazi thrusts against our East Coast shipping and the western sea lanes to Europe. With our British and Canadian allies, we threw back the massed assaults of the U-boat wolf packs in the Atlantic.

Today, we have an even tighter hold on the sea routes to Europe and Africa. Not only have these routes been protected, but they have been enormously strengthened. They have become great highways over which have moved the men and equipment to carry the attack to the enemy on his own ground—in Africa, in the Mediterranean, to the Continent itself.

The Aleutians are now back in control of the Allied Nations. Our combined forces have swept the aggressor from that far patch of American soil. Now with the Marines and Coast Guard the Navy stands ready to spearhead the drive against Japan proper from any of several strong bases, and at a time and in accordance with plans which we, not the enemy, shall determine.

The news of the Navy has come from the depths of December 7th, 1941 to the increasing tempo of offensive actions of 1943—Sicily, Aleutians, Marcus Island, Tarawa, Nauru and others. Before this is published, perhaps, it will have made bigger news. We have just begun to hit our stride. We have been building, and now are putting into action, the greatest fighting armada in the history of the world.

It is the mission of the Office of Public Relations to let the American people know about this Navy, about the gallant Marine Corps and Coast Guard—to see that all the news reaches the public as quickly and completely as possible, subject only to the one limitation that information of value to the enemy naturally must be withheld.

A few figures from the annual report of this activity from July 1, 1942, to June 30, 1943, will provide some indication of the scope of the work we are doing in keeping the people informed of the activities of their Navy.

This office issued 335 communiques covering 855 separate actions in which the Navy, Marine Corps and Coast Guard were involved, and supplemented these official historical statements with 2,248 press releases. It processed the almost unbelievable total of

(*Continued on page* 143)

Activities of the Office of the Inspector General in the War

by

Major General Virgil F. Peterson

The Inspector General, U. S. Army

THE purposes of the Inspector General's Department in this war are to assist the War Department in the development of the kind of Army needed to produce victory at a minimum cost in men, time and treasure, and to make such inspections, investigations and studies in connection therewith as may be directed by the War Department or requested by the Commanding Generals of the Ground, Air or Service Forces.

In General Washington's day, the same purpose was effected in large measure by the singlehanded efforts of The Inspector General of that day, Major General Baron von Steuben. It is recorded that scarcely a weapon or major item of equipment escaped his personal examination or remained long in poor condition thereafter, and that he personally labored for improvement in provisioning, transport and other matters affecting the efficiency of the Army.

The achievement of these purposes in today's Army necessitated the development of an organization represented in every division or comparable unit and in all major installations of the Ground, Air and Service Forces.

When the present Inspector General was appointed in 1940, his organization numbered some 60 officers, two-thirds of whom were on the staffs of Commanding Generals of Corps Areas and Departments and of the handful of divisions which then comprised our Army. Its activities were geared to the relatively static conditions of peacetime. The initial expansion of the Army to 1,400,000 men, and the vast construction program for housing and for the production of munitions then in contemplation brought about the development of an organization to keep pace with that expansion and capable of looking into the Government's interests.

To meet these requirements and the added requirements imposed by our entrance into the war, there was established an Inspector General's School for the orientation in their new duties of officers carefully selected for their special qualifications. By September 1943, the majority of the 932 officers who now constitute the Department had been graduated and assigned to duty on the staffs of all divisions and larger units of the Ground Forces and of all major installations and units of the Air and Service Forces and to the Washington office.

The long established Inspections and Investigations Divisions of the Washington office were expanded to embrace an Inspections Service and an Investigations Service, each comprising four divisions; and to meet the requirements of the Chief of Staff that an agency be established for the specific purpose of protecting the Government's interests in expenditures for procurement and construction, a Procurement and Construction Inspections Division was created.

Army Air Forces Photo

Major General Virgil F. Peterson, The Inspector General, visits Davis-Monthan Field, Tucson, Arizona. during the course of one of his tours of inspection to units in training.

The Inspections Service has for its prime mission the determination of whether special units alerted for oversea movement are adequately trained and equipped before being released for embarkation. These units are given a final searching inspection, and every possible effort is made to ascertain that every soldier has completed the prescribed training courses, is mentally and physically fit and that every weapon and item of individual or organization equipment is the best that can be provided and is in perfect condition.

Another division of this service is devoted to the highly important purpose of assuring that weapons and equipment in the hands of troops are at all times maintained in the best possible condition. Firepower and mobility being of paramount importance in modern warfare, the maintenance of weapons and of motor transportation receives the most searching inquiry by this division.

There is also a group utilized for research and special studies directed toward the more efficient utilization of manpower and materiel, and various problems confronting the Chief of Staff both in continental United States and overseas. A portion of this work is being done by specially qualified officers under the personal supervision of The Inspector General.

The Investigations Service is primarily an instrumentality for the assembly, analysis and presentation of facts, together with appropriate conclusions and recommendations, with respect to allegations, irregularities and deficiencies, the proper disposition of which requires careful consideration, and fair and impartial action. Their representatives act as confidential agents of the Secretary of War; and similar services are performed at the direction of the Under Secretary of War, the Assistant Secretary of War, the Chief and Deputy Chief of Staff, and for the Commanding Generals of the Ground, Air and Service Forces when request is made by them.

This service also reviews reports of investigations made by inspectors general in the field which have been allocated to various commanders or are forwarded to the War Department by commanders in the field lacking jurisdiction to take the corrective or disciplinary action indicated. Another division handles matters pertaining to money accounts, exchanges, and related activities; while the Field Service Division of this service, in addition to conducting the Inspector General's School, publishes a monthly information bulletin which is distributed to inspectors general in all echelons of the Army.

Throughout the period of construction for housing the Army and for industrial production, reports on inspections made by the

(*Continued on page* 122)

The Influence of the War on Ship Design

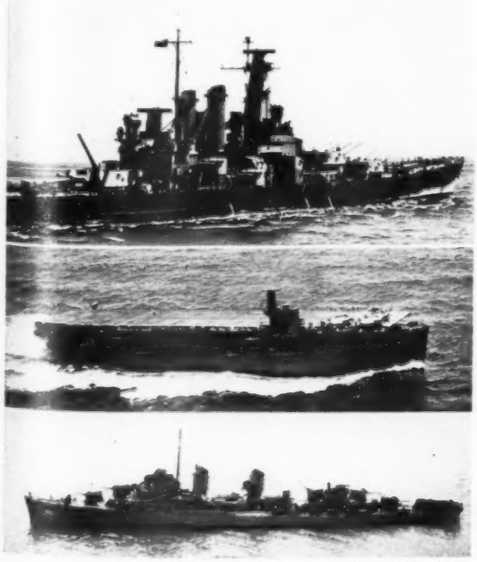
by

Rear Admiral E. L. Cochrane, U. S. N.,

Chief of the Bureau of Ships

THE official Navy report released on September 19, 1943 gave a graphic account of the vast expansion of our Navy and the tremendous ship construction program required for that expansion. The foundation for the building program, of course, was a complex ship design program, far-reaching in scope, forward-looking, and profoundly affected by the developments of the war. The history of this design program is a story of the pre-war beginnings, a suddenly increased tempo when Germany marched into Poland, a rapid acceleration as war lessons accumulated from abroad, and finally the impact of our own war experiences, with new lessons still developing as a result of the ever-changing character of a fast-moving, global conflict.

Even before Munich, the coming war in Europe had its influence on naval ship design as truly as if it had cast a physical shadow before it—outlining its shape and announcing its warnings. Battleships of the North Carolina, South Dakota and Iowa classes were all designed in the pre-war years—beginning in 1935. They all had increased thickness of armor decks for improved bomb protection; heavy fragment protection around important control stations; modern 5-inch AA guns in well protected twin mounts; and the precursors of the present types of close-range AA weapons. They were also given good torpedo protection and excellent speed and steering qualities for the rapid maneuvers required in modern naval warfare. In 1936 small experimental landing craft were built and tested. In 1938, foreseeing the submarine menace, an experimental program for submarine chasers was started, so that we were ready to begin mass production of two types—the 110′ wood subchaser and the 173′ steel subchaser—before we entered the war. At the same time the motor torpedo boat was put through its developmental stages, and an effective type was ready for production when the time came.



U. S. Navy Photos

Modern versions of some of the older classes of vessels. Top, the battleship USS North Carolina (BB55). Center, auxiliary aircraft carrier USS Nassau (ACV-16). Lower, destroyer USS Abner Reed (DD526).

During these pre-war years the Atlanta class cruisers, bristling with anti-aircraft guns, were designed and a large program of several types of fleet auxiliaries, including the new fleet minesweepers, was transferred from the drawing boards to the building ways.

Immediately upon the outbreak of the war in Europe, the Navy Department launched one of the most comprehensive surveys of warship requirements ever attempted. The General Board was assigned the task of advising the Secretary of the Navy as to the types of ships required, the characteristics of those types, and the numbers needed. Opinions were obtained from the forces afloat concerning every type from destroyer to battleship. The Bureau of Construction and Repair—later a part of the Bureau of Ships—assisted in the survey by preparing and submitting large numbers of preliminary design studies, in all of these categories.

The suspension of naval limitation treaties, as an immediate result of the declaration of war, was the first great factor to have an influence on warship design. The problem was no longer one of designing the best ship of a limited size, but one of selecting the most desirable combination of basic characteristics, including size as one of the variables in the problem. Thus, for example, preliminary design studies were prepared for cruisers in the whole range of sizes from 6,000 tons to 35,000 tons. The present 6-inch Cleveland class (a development of the Brooklyn class), the 8-inch Baltimore class, and the large Alaska class emerged from this series of studies. All of these embodied many fundamental characteristics later shown to be so important in the present war—short-range and long-range AA guns, fragment protection for personnel, good armor, improved subdivision and watertight integrity to increase the chances of survival after underwater attack.

Similar improvements—and others of more specialized nature—were worked into the new destroyers and aircraft carriers. Compromises were still necessary—as in any naval design—among the fundamental characteristics of armament, armor, speed and displacement. But one fact emerged very clearly. In order even to approach all the demands of modern warfare, an increase in size of every type was inescapable. Some of the demands were increased AA guns to fight planes, more ammunition for the guns, more crews to man the gun mounts, more fragment protection for the crews, more machinery to give desired speed, all leading to increased size of ship to carry the added weight with sufficient reserve buoyancy and stability to afford reasonable power of survival after damage.

When this design program was well underway we began to obtain valuable war information from the British. At first this was done

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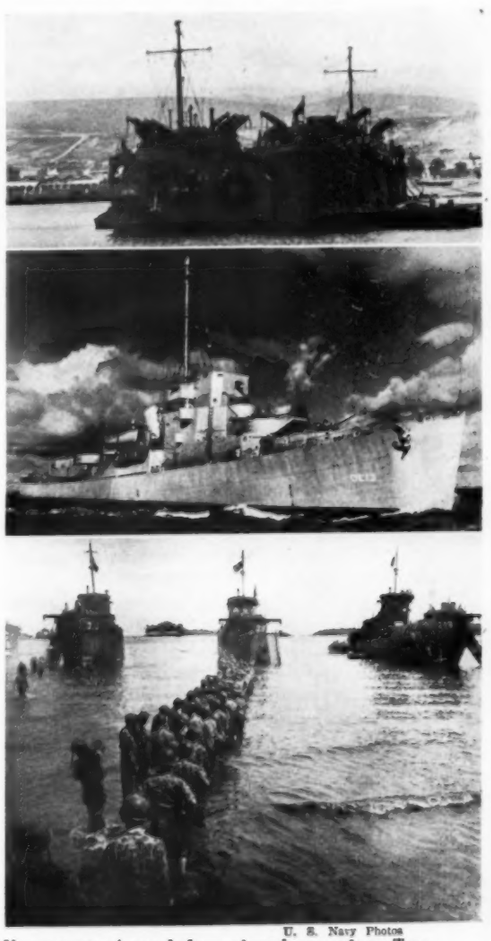


U. S. Navy Photos

Newer types of vessels born of modern warfare. Top, Lying at anchor side by side, two LST's (landing ship-tank) present bow and stern, disclosing unusual features. The bow doors, which open to receive and disgorge troops and cargo, can be seen in the ship at the right. Center, Starboard quarter view of a new destroyer escort, DE13, combining sturdiness with endurance and heavy armament for duty as a convoy guard. Lower, At Rendova Island in the Solomons, members of the American invading force fall in line to pass the ammunition being unloaded from an LCI (landing craft, infantry).

Engineers at Work

by

Major General Eugene Reybold

Chief of Engineers, U. S. Army

IN the second year of our war, the contributions of the Corps of Engineers to the United Nations' cause have been so varied and protean that it is difficult to embrace them in any one outline. As has been said, the Engineers have become "triphibian"—an indispensable part of all commands: air, ground, and service; and at home in all elements: air, ground, or over-water.

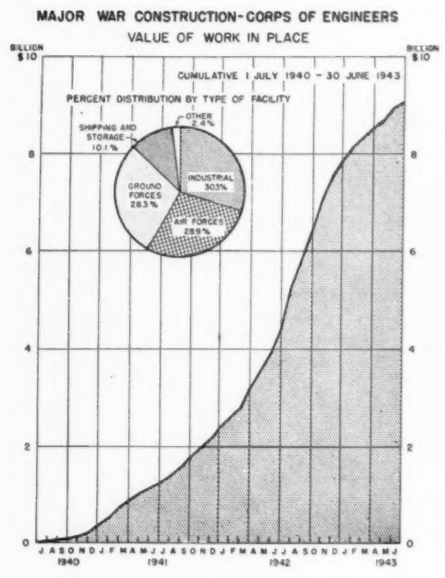
The triphibian theme may be carried further to emphasize the three forms in which engineer service has been utilized by all commands: engineering technical advice, engineer personnel, and engineer supplies. Engineer work has been performed at our home base, at bases overseas, and at or in front of the front lines. There is even a triphibian theme in point of time, with engineer work preceding the attack, accompanying the attack, and following up the attack. It is not surprising that one of the better known foreign correspondents has written, "this is an Engineers' war."

One unifying fact stands out in all the theaters, and in all the campaigns—that work-power as well as fire-power is an important measure of the strength of our American army. Our superiority in work-power, as characterized by our ability to move dirt, is one of the basically new weapons developed in this war. The bombing plane and the tank were both known in the last war; the bulldozer, however, is as new to this war as is the jeep—both of them characteristically American. The bulldozer is typical of the heavy engineer work equipment which has revised strategic possibilities just as radically as new types of weapons.

German prisoners taken in the mountain fighting near Naples, for instance, have volunteered information on how astounded the Germans have been at the speed with which American engineers have rebuilt bridges demolished in the German retreat.

This speed—a reflection of work-power—was matched in our home base by District Engineers throughout the country who completed projects in a fraction of the time usually considered necessary for major construction.

Engineering work-power has been devoted to the final end of success in battle in a myriad of ways. Engineer pioneer work with the Fifth Army in Italy, for instance, has been combat engineering, which is often more combat than engineering. There are few ground force commanders who have any hesitancy about using their engineer troops as infantry when necessary, since combat engineers know their tactics as well as they know their work tools. A good illustration is an engineer battalion of the First Division,


MAJOR WAR CONSTRUCTION-CORPS OF ENGINEERS
VALUE OF WORK IN PLACE
BILLION $10
CUMULATIVE 1 JULY 1940 - 30 JUNE 1943
PERCENT DISTRIBUTION BY TYPE OF FACILITY
OTHER 7.4%
SHIPPING AND STORAGE 10.1%
INDUSTRIAL 30.3%
GROUND FORCES 28.3%
AIR FORCES 23.9%
0
2
4
6
8
J A S O N D J F M A M J J A S O N D J F M A M J J A S O N D J F M A M J
1940
1941
1942
1943

about which Major General Terry Allen wrote in April of this year.

This Engineer Battalion really excelled in performance of routine and special tasks. "Small team" special training in mine detection, removal and mine laying raised its efficiency. At Oran it was of marked assistance to the infantry; at Ousseltia Valley it contributed to the success of the mission in mine detection, mine laying and removal of enemy mines; it repeated this performance at Kasserine Pass and was used in distant patrolling for combat security; of its work at Gafsa in distant road reconnaissance and road repair work, General Allen said, "In no operation I know of, was an infantry division so dependent upon engineer help, nor was such assistance ever so cheerfully or so efficiently rendered."

In addition to being a technical service, therefore, the Corps of Engineers has been a combat "arm" as well. When the Chief of Staff reported a 4,000% increase in Engineer personnel in the Army, the bare fact was indicative of the great pressure on the Corps to provide combat-trained men as well as technical advice and engineer supplies for carrying out the Engineer mission in the Army. That this combat-trained personnel has been brought into uniform at a time when military construction within the continental United States made the greatest demands on engineer ability, is a tribute to America's reservoir of engineering and construction talent.

Work-power is not, however, all a matter of uniformed personnel. The extreme flexibility of the engineer organization in the Army has made possible its adaptation literally to any situation in the world. In the Pacific and Asiatic theaters, for example, native labor has been used under the supervision of Engineer officers to perform prodigious tasks in preparing advance bases for forthcoming offensives. In Alaska and the Aleutians, civilian labor under Engineer supervision has followed closely behind the pioneer work of engineer troops. In England, because little civilian labor could be spared from war production, Engineer troops have helped complete a mammoth air base and invasion base construction program. Meantime, the civilian "army" which last year reached as high as one million workers on the Engineers' military construction program in the United States is being replaced with an almost equally large labor force producing Engineer items for military supply. The same regional organization of Engineer Divisions and Districts which supervised the military construction program is being converted to the task of Engineer supply—a task so complicated that it promises to demand a knowledge of the entire American economy. Significantly, the "work-power" items of Engineer supply continue to grow in over-all Army requirements. In increasing American work-power, the soldier and the civilian have a common aim and purpose. Through our international aid activities, engineers have become the salesmen of American "work-power" equipment to our allies throughout the world.

The second year of war, therefore, has revealed additional evidence that wherever the American Army goes into battle, engineers have preceded it, accompany it and will follow it. Engineers are proud of the Army missions which place on them the responsibility, in effect, of "pacing" the American attack.

Sicily is as good an illustration as any recent campaign. There the engineers built roads, by-passed bridges, cleared minefields, located and purified water for whole divisions and provided each division with maps.

When the British General Sir Harold Alexander reported from Sicily, "I visited the American front for several days and never saw such a remarkable engineering accomplishment," and when Lieutenant General Patton, summarizing the same campaign, said "The engineers performed prodigies in construction and maintenance of impossible roads over impassable country," their combined salute was more than a salute to the Corps of Engineers per se. It was a salute to all American engineers who, through the Corps, have put at the command of the American Army the talent which built America and may now help rebuild the world.

The Operations of the Provost Marshal General in the War

by

Major General Allen W. Gullion

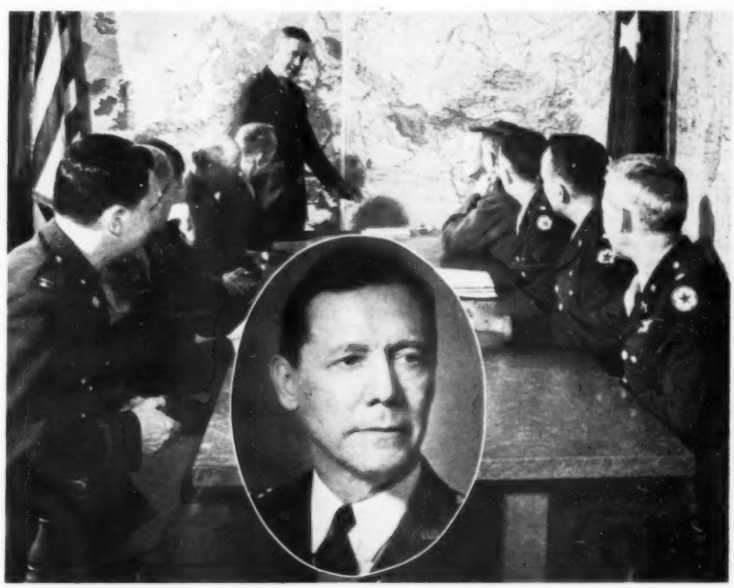
The Provost Marshal General

THE functions of The Provost Marshal General include the operation of a Prisoner of War Information Bureau and supervision over (1) the administration of Prisoner of War camps, (2) certain phases of the training of Military Police, (3) the training of Military Government personnel, and (4) programs designed for the protection of war industry.

All these functions are comparatively new. The office itself was created little more than two years ago, July 31, 1941.

In recent months the arrival of boatload after boatload of captured enemy troops has brought to the forefront the problems incident to the care and treatment of prisoners of war. Rules for their treatment were drawn up at the Geneva Prisoner of War Convention in 1929. The Provost Marshal General has been given the responsibility for putting into effect the terms of that convention. It is an interesting coincidence that the present Provost Marshal General was the senior War Department representative at that Convention and participated with representatives of 47 nations in the formulation of the code for prisoners of war and in revision of the Geneva Convention of 1906.

On October 1, 1943, 58 camps were occupied by approximately 155,000 prisoners of war. The guarding of prisoners is done for the most part by Military Police units. Ground Force troops are sometimes used to guard large groups of prisoners who have been transferred to work on special industrial or agricultural projects.



Brig. Gen. Cornelius W. Wickersham and part of his staff of the School of Military Government. Inset — General Gullion, The Provost Marshal General.

General Alexander reviewing Military Police of our "Invasion Force."

In accordance with the Geneva Convention, a Prisoner of War Information Bureau has been established to maintain records of enemy prisoners and of Americans in the hands of the enemy. On October 1, 1943, official and nonofficial reports to the Bureau indicated that 9,472 American civilians had been interned by the enemy. Japan held 6,878, Germany 2,559, and Italy 35. In addition to the American civilians reported interned by the enemy, 27,191 American soldiers had been officially reported as prisoners of war. Of this number, Japan reported 18,498, Germany 7,381, and Italy 1,312.

The Bureau furnishes to the enemy powers, through the International Red Cross at Geneva, the name, rank, date and place of birth, serial number, and location of each prisoner. It receives similar information through the same channel as to Americans in the hands of the enemy. The Bureau keeps the next of kin informed of the address and of any change, excepting death (which is reported by the Adjutant General's Department), in the status of American prisoners. The Bureau also furnishes parcel labels enabling the next of kin to send, at 60-day intervals, an 11-pound parcel to prisoners whose location in Europe is known. When transportation facilities are available to the Orient, similar labels are issued.

One of the most widely recognized functions of The Provost Marshal General is the supervision of the Corps of Military Police. No troops in the entire Army perform a greater variety of work. Duties of Military Police consist of (1) control of military traffic, (2) guarding, assembling, and transporting prisoners of war, (3) the protection of lines of communication, railroads, war industries, utilities, and other facilities, (4) the maintenance of law and order among military personnel, and (5) the suppression of organized fifth column activities which are beyond the control of the local authorities.

Fort Custer, Michigan, is the training center for Military Police. The Provost Marshal General's School, a part of the training center, gives nine specialized courses for Military Police officers and enlisted men. A Replacement Training Center provides individual basic instruction for recruits. A Unit Training Center has been established to enable troops to perform their mission as a unit.

On October 1, 1943, the Corps of Military Police, on duty within the continental United States, was made up of approximately 7,800 officers and 165,000 enlisted men.

In his annual report to the Under Secretary of War and the Chief of Staff, the Commanding General of the Army Service Forces, Lieutenant General Brehon Somervell, under whom The Provost Marshal General serves, wrote of the Military Police as follows:

(*Continued on page* 128)

The Army's Global Air Lines

by

Major General Harold L. George

Commanding General, Air Transport Command, AAF

THE operations of the Air Transport Command branch out to every fighting front of the United Nations. Our planes traverse some 100,000 miles of route.

Men and mail, cargo of every type, are flown back and forth between the United States and the fronts of this global war.

But that is only part of our mission, for our work is fourfold: (1) To fly passengers and cargo, (2) To ferry combat planes, (3) To evacuate the seriously wounded from war theaters, (4) To develop and maintain a world wide system of air bases and air routes.

In a single month the Air Transport Command has flown more ton mileage than was flown by all the domestic airlines of this country during 1941, the biggest year of their peacetime operation.

ATC cargo may be gold or gasoline, jeeps or ammunition, spare plane parts or a complete new aircraft engine, repairs for a disabled submarine or a shipment of parachutes. A single item may vary in weight from a couple of ounces to many tons.

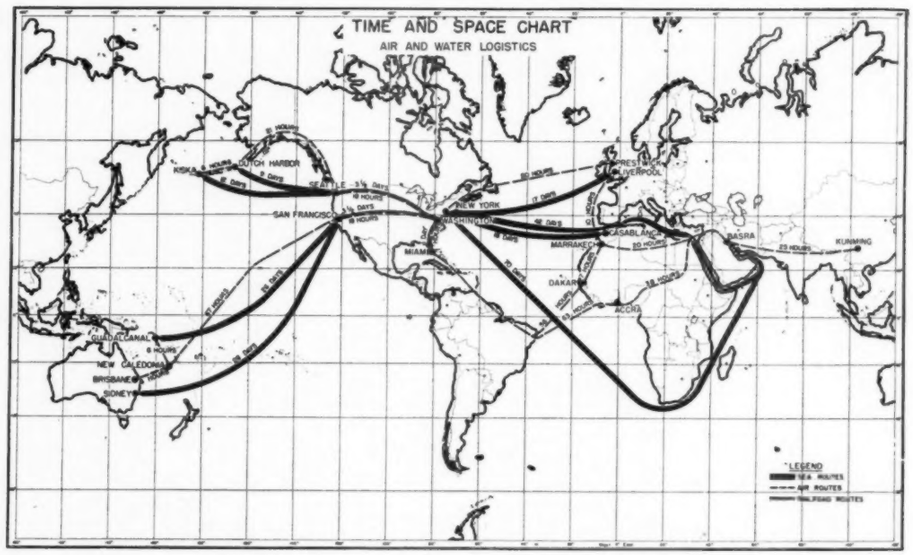
In a month, we have delivered more than 33,000,000 letters to American soldiers overseas, some in jungles, others in icy climes.

On its return flight to the United States, an ATC transport plane is likely to bring essential war materials unobtainable within our borders or short in supply.

Tungsten, mercury, tin, tantalite, platinum, block mica, quartz crystals, beryllium ore, rotenone and corundum are common to our freight manifests.

Ninety per cent of the strategic raw materials flown into the United States during July, 1943—and it was an impressive tonnage—came in ATC planes.

The urgency of these operations is paramount. To cite but one of many similar incidents:



One night last January Capt. John J. Farmer of the Priorities and Traffic Division of the Air Transport Command received a telephone call at his home in Washington.

A colonel from the Ordnance Department was on the wire and his business was urgent.

A general had advised he was in pressing need of hand grenades on the front, some 9,000 miles away.

The Air Transport Command, in the person of young Captain Farmer, swung into action. He began doing some telephoning on his own account.

One call dispatched three transport planes to an ordnance depot in Utah. A second call alerted the depot staff to stand by, prepared to load the three ships with grenades at whatever hour they arrived.

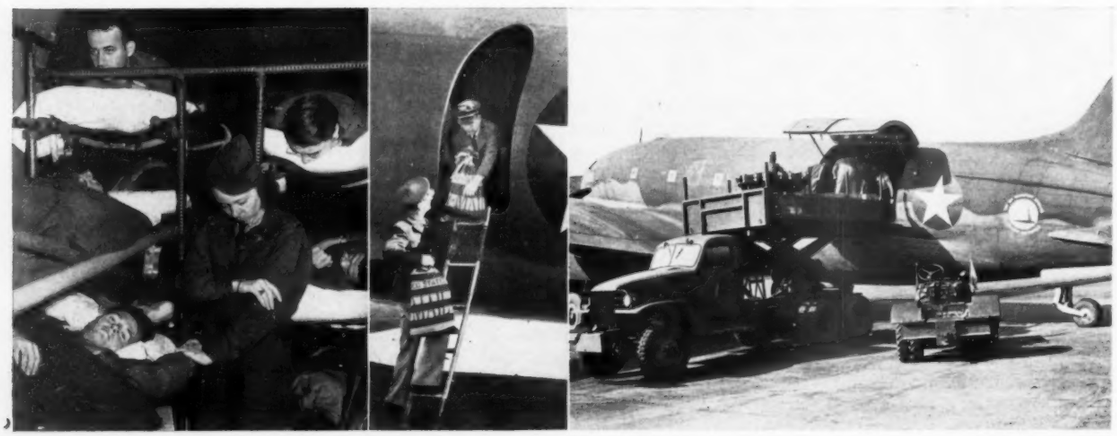
By 11 o'clock next morning three plane loads of grenades were letting down on a California airfield. There two long range C-87 Liberator Expresses, the transport version of the B-24 Liberator bomber, stood fueled and waiting.

Quickly the grenades were trans-loaded aboard the Liberators and by afternoon 11,000 pounds of hand grenades were winging across the Pacific Ocean.

Final delivery to the Japs was effected a few days later. It must remain for the Tokio casualty lists to tell about that.

Almost daily new records are being made. They cannot be detailed here because military secrecy surrounds such a large part of the Air Transport Command's operations. But it is

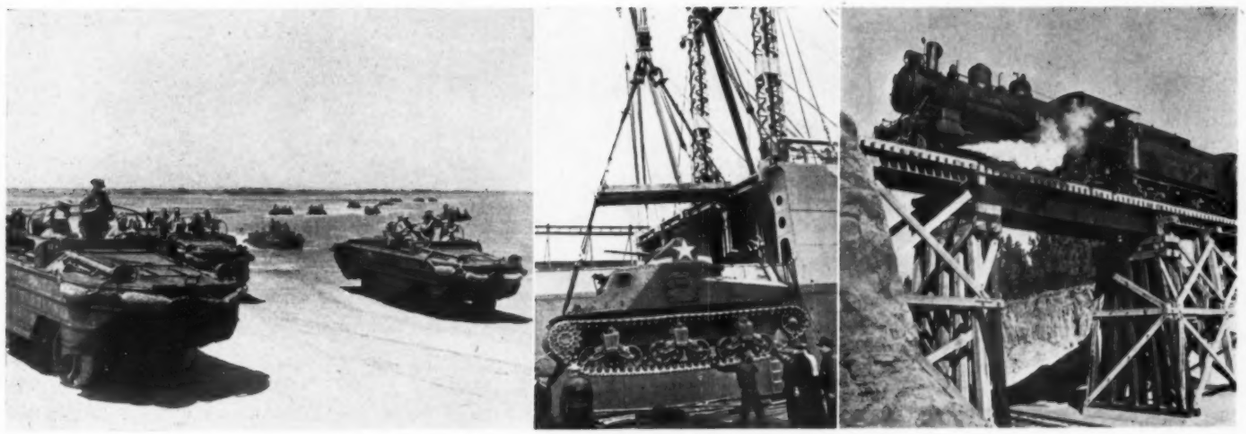
(*Continued on page* 126)



Left—War wounded returning from active front in ATC plane get skilled care enroute to hospital thousands of miles away. Center: Each of these sacks contain approximately 150,000 letters for men in the war zones.

Right: Airplane engines being loaded aboard transport to keep fighting planes in action on the front.

Army Air Forces Photos



Rail, water, and amphibious means are used by the Army Transportation Corps. Left, a line of amphibian trucks come out of the water and up the beach. Center, unloading a tank after a sea voyage. Right, the Army builds and runs its own railroads.

Transporting Men and Materiel to Fighting Fronts

by

Major General C. P. Gross

Chief of Transportation, Army Service Forces, U. S. Army

THE year now closing—the second year of our participation in the war—is a story of a rapidly expanding military establishment at home and its demonstrated effectiveness abroad. It has seen our Army and the Armies of our Allies wrest the initiative from the enemy on fighting fronts the world around and achieve the initial successes which foretell certain victory. Back of all this vast activity has been movement—movement of men, munitions, and materiel, necessitating the biggest transportation job in all history. For our Army, the major part of this job has been entrusted to the Transportation Corps, Army Services Forces, which directs and supervises all transportation by land and water for the War Department.

The Corps, as such, only recently passed its first birthday, but it has had a man-sized job from the start. From the very beginning, in all its strength, it has been moving our troops and their supplies from posts at home to Ports of Embarkation on the Atlantic, Pacific and Gulf Coasts, and there loading them on ships which sail the Seven Seas to destinations in some fifty foreign countries and United States island possessions. Always, whether backing Patton in Sicily, or Clark in Italy, or MacArthur in New Guinea, or Buckner in Attu, or speeding the flow of Russian supplies through the Persian corridor, a dominant sense of urgency has prevailed. Troops on fighting fronts cannot wait.

More than 2,000,000 troops have been embarked and more than 30,000,000 measurement tons of Army cargo have been shipped overseas since our entry into the War. More supplies were shipped to the North African theater alone than were shipped to Europe during the entire period of our participation in World War I. The bulk of this movement has taken place within the past year and it continues at an accelerated rate.

Impressive as these statistics are, they take on added significance when read against the background of total war and its emphasis on mechanization. Modern warfare requires tremendous transportation capacity. It takes 75 trains and 2700 cars to move an armored division with its 3700 odd vehicles by rail, and to move it overseas with its reserve complement of equipment and supplies takes at least 15 Liberty ships in addition to the necessary troop-ships. On the average, twice as much shipping capacity is required to move one soldier and his equipment overseas in this war as was required in World War I, and the average overseas haul is more than twice as long. Operations were concentrated in a single theater in 1917 and 1918. In this war, we literally cover the earth. Army vessels put into more than 100 foreign ports of call, many in strange and distant lands and many having only the crudest and most primitive unloading facilities or none whatever. Such places as Guadalcanal, Espiritu Santo, Noumea, Amchitka, and Attu, mention of which not so long ago would have excited little more than idle curiosity, have been brought home to us by the grim reality of waging war on a world-wide scale.

Standing behind the ships and convoys which leave our shores for all these destinations overseas are the Army Ports of Embarkation—the most complex and spectacular of all field installations under the control of the Chief of Transportation. Each of these Ports is in reality a great network of installations, where ships are assembled and made ready for scheduled departure dates and where men and materiel are received from the Zone of the Interior for final processing prior to embarkation. Troops are received at large camps, known as staging areas. Here, men are given final physical checkups, units are brought to full strength, personnel records are completed, shortages in equipment are made up, and training deficiencies are corrected. A vast assemblage of warehouses, shops, inspection depots, docks and piers, freight yards and holding track, tugs, lighters and other harbor craft, and terminal and port equipment of all kinds, provides facilities for the receipt, handling and loading of Army cargo of every description.

It is an immense undertaking. The right supplies and the miscellaneous paraphernalia needed for each unit must be assembled, and every aspect of the loading must be minutely planned and regulated. Thousands of military and civilian personnel are on the job night and day, in a completely integrated operation, seeing to it that organized movements and their specific units of men are embarked on schedule, and that a steady stream of maintenance is kept moving to them when they have landed overseas. Each port has been assigned the responsibility of supplying particular overseas bases and theaters. It is up to the Port Commanders to see to it that the supplies go out on time, and that the theater commanders receive what they want, when and where they want it, in proper condition for immediate use.

The accomplishment of this movement overseas owes much to the transportation lines at home and to the measures which have been taken to secure their most efficient utilization and to regulate the flow of troops and freight from inland points to seaboard in accordance with the availability of shipping and shipping space. The railroads, motor carriers, and inland waterway systems have all responded magnificently to every call, accomplishing almost superhuman tasks in the face of serious manpower and equipment shortages. A comprehensive traffic control system, managed by the Transportation Corps and supported by Regulating Stations and Holding and Reconsignment Points established by the Corps at strategic points back

(Continued on page 144)

Navy Construction Work in the Forward Areas

by

Rear Admiral Ben Moreell, (CEC), U. S. Navy

Chief of the Bureau of Yards and Docks

THE organization that achieved the construction of nearly four billion dollars worth of shore installations necessary to the training of naval personnel and the servicing of our fleet is now being turned to the even greater task of providing close support for the sea and air forces of the U. S. Navy in the combat zones.

The Bureau of Yards and Docks like the other branches of the armed services has gone over to the offensive, with its Seabees—the Naval Construction Battalions — spearheading its activities. It enters this new phase confident that the job overseas will be done with the same degree of success that saw the overnight construction of such installations as air training stations, personnel training camps, enlarged harbor facilities, dry docks, and ship building yards. The momentum already achieved by the Bureau's staff of Civil Engineer Corps officers may be expected to gather in power as new springboards of attack are constructed in a tightening circle around our enemies.

Expanded from 680 officers at the outbreak of the war to more than 7,500 at present, the Civil Engineer Corps will direct multitudinous construction projects involved in setting up advanced bases. And working under these officers will be well over 200,000 enlisted Seabees, of whom more than 100,000 already are overseas. Both officers and men have a background of civilian construction experience in addition to their training as fighting men. They have proved time and again that they are worthy of their motto: "Construimus Batiuimus" — We build; we fight.

The importance of advanced bases in the prosecution of offensive war cannot be overemphasized. While it is true that attacks may be made at a long distance from bases, the power of those attacks is in direct ratio to the proximity of the base of operations. A bomber whose carrying load is sacrificed to gasoline is not the lethal machine the same bomber would be operating over a shortened route with a proportionately heavier load of bombs. And a ship that can be supplied or repaired at a nearby base gains in useful service just that time that would be spent in crawling back to a more distant base. It is obvious, without further illustration, that advance bases make possible the fullest and deadliest power of the fighting navy. Because offensive war demands a maximum of both, the critical importance of the Bureau's overseas program is more readily appreciated.

This program is by no means in the future —already it is in operation. The Seabees are on the job in every theater of combat. Thousands more are receiving the finishing touches on their military training in this country preparatory to upholding the tradition which has earned the men of the early battalions the title of the "Can Do" boys of the second World War.

And this title is well deserved. No better evidence is found than in the Seabees' construction of advanced air strips in the South Pacific. Moving in with assault troops, they have thrown their heavy equipment into battle with mud and jungle while the operators, with their rifles strapped to their backs, kept one eye cocked for imminent counter attacks. They have worked the clock around seven days a week under continual bombing and torrential rains to meet construction demands. A detachment from one battalion recently constructed a 3,000-foot strip, 150 feet wide and topped with 18 inches of coral, in only 13 days. But what makes the feat even more remarkable is that during the first 11 days, a total of 16½ inches of rain fell. Many other airfield construction jobs, which though less spectacular, are even more important in bringing the striking power of the air forces closer to their targets.

What is not fully appreciated is the fact that any shore installation like an airfield involves the construction of many other facilities. To supply the bombers with fuel requires the construction of fuel storage tanks, pipe lines and ammunition dumps. The field must be maintained and defended which, of course, means the construction of a sanitary camp, of water supply facilities, messing and recreation facilities, and roads. Then the camp must be supplied, which involves dock facilities and related installations. The larger the base and the more purposes it is designed to serve, the more extensive must be the work of the Seabees. However, the advance base program calls for as much simplicity in construction as is consistent with basic, minimum needs. And while the installations are more complex than is generally understood, the Seabees nevertheless are using their manpower and equipment to build many strategically located bases rather than to create a few major bases.

In addition to its advanced base construction program, the Bureau of Yards and Docks, again employing its Seabees, has undertaken to break what has proved one of the United Nations' cruelest bottlenecks—that of unloading supply ships. Special Construction Battalions under the direction of CEC officers with years of stevedore experience have been organized and sent out to supply ports. Where six months ago, harbors were packed with ships wasting at anchor for their turn to discharge cargo, today the Seabee Specials are unloading them as fast as they come. A sheaf of commendations has been received from the masters of ships praising these men for unloading ships under the most unfavorable conditions of sea and weather and enemy action in record breaking time. How important this work is in terms of successful offensive warfare — when necessity for quick reinforcements of men and supplies is the rule rather than the exception—needs no elaboration.

The Bureau of Yards and Docks is prepared to meet whatever demands are made for its services. And as the tempo of the present conflict rises and with it the need for more and ever farther advanced bases, its fast building, Seabees working under the direction of the Civil Engineer Corps, will keep pace.

Main street on Attu. Many of the uniformed "workers" are the same men who a few weeks previously had bayonetted the Jap out of his last ditch on the Aleut outpost. Many others are the Navy's Seabees.

U. S. Navy Photo

SERVICES OF RCA WHICH HAVE WON OUR COUNTRY'S HIGHEST WARTIME AWARDS

Army-Navy "E" flags awarded to:

RCA Victor Division, Camden, N. J., January, 1942—with three stars for continued excellence.

RCA Victor Division, Harrison, N. J., August, 1942—with two stars for continued excellence.

Radiomarine Corporation of America, New York City, September, 1942—with one star for continued excellence.

RCA Laboratories, Princeton, N. J., May, 1943.

RCA Victor Division, Indianapolis, Ind., September, 1943.

Maritime Commission "M" Pennant and Victory Fleet Flag awarded to:

Radiomarine Corporation of America, New York City, February, 1943—with two stars for continued excellence.

These, too, are fighting flags of freedom . . . In ever-increasing numbers, flags like these fly over an America at war. They are symbols of the strength of a free people, aroused in spirit, united in purpose. Battle flags of Victory today . . . they are won by the energy and skill that will build a better world tomorrow.

RCA Radio Corporation of America

The Importance of Weather in Modern Warfare

by

Colonel W. O. Senter

Commanding Officer, Weather Wing, Army Air Forces

FROM the outbreak of this second world war weather has loomed as a factor of vital importance. Weather elements are taken into account and weighed on the scales along with men, guns, tanks, airplanes, and warships. They may decide the fate of a mighty invasion of Europe or the routine flight of a single plane.

Meeting the challenge of warfare of global magnitude, the United States Army Air Forces swiftly developed a world wide weather service. When war broke out in Europe in 1939 there were only 200 officers and men in the organization. Today there are thousands serving in hundreds of Army Air Forces weather stations in this country and overseas wherever our troops are operating.

Atmosphere is the battleground of aircraft and so the weather service is primarily an arm of the air forces. However, the air forces weather service is now furnishing information to the ground and service forces. This data is being used with increasing effectiveness by the armored forces, infantry, chemical warfare service, quartermaster and transportation corps.

The impact of weather on modern warfare is brought home nearly every day in newspaper dispatches from the battle areas. Bombers duck into clouds to escape enemy fighters. The campaign in Italy is held up because rains bog down armored units and deprive ground forces of air support. The Japanese try to sneak supplies to their hard-pressed island garrisons under cover of bad weather.

Since the dawn of military history, generals have recognized the value of an intimate knowledge of the terrain over which their supply lines run and their fighting troops operate. Air generalship in modern warfare likewise depends on a detailed understanding of the medium of operations which is the atmosphere itself.

"Atmospheric terrain" is complicated by the fact that it involves three dimensions and the field of battle is itself in a fluid, nebulous state. What problems would confront the general on the ground if in planning a battle he had to reckon with mountains that changed suddenly in height, with plains that went up and down like elevators, and rivers that altered their courses, dried up or flooded, all with disconcerting speed?

It is impossible for all commanders to take time from their many duties to become competent meteorologists and they must therefore depend upon the work and advice of technically trained weather personnel. That is the job the weather service of the Army Air Forces is doing every day and night of the war on an increasing scale.

Thick weather—friend or foe. A developing thunderstorm which may be used by the experienced pilot to ambush the enemy or cover an otherwise hazardous retreat. To the untrained pilot it is a hazard should he run afoul of its dangerous turbulence.

Interior of a trailer type mobile weather station similar to those in use in the field by the Army Air Forces Weather Service. Designed for mobility, these compact stations, either truck or trailer design, move with advancing forces and afford commanders the advantage of prompt forecasts and other weather information. Inset — Col. W. O. Senter, Commanding Officer, Headquarters Weather Wing, Army Air Forces, Asheville, N. C.

Broadly speaking, the exploitation of weather in today's conflict falls into three general categories—first, clear weather; second, cloudy or partly cloudy weather; and third, rainy, foggy, generally bad weather—with an infinite variety of modifications of each type.

It is axiomatic in modern warfare that clear weather must prevail if the air-ground team is to press home the attack most effectively, as for example, the invasion of Sicily.

Long before the landing took place, air force weather officers worked day and night to give General Eisenhower the precise information he required. To carry out this largest sea borne invasion in history, the American high command wanted a particular set of weather conditions.

First on the list was good weather for a certain number of days so that preparations on the African shores could forge full speed ahead and so that the allied bombers could take up their task of softening up strategic enemy centers on Sicily and the mainland.

For the day of the big push the high command asked for a clear night and smooth sea. That was so thousands of small craft in the invasion fleet could cross the Mediterranean on schedule. But near the enemy shore choppy water was to be desired so the landing barges would rise and fall rapidly on the waves, thus presenting difficult moving targets for the enemy batteries.

(*Continued on page* 100)

LOGISTICS ON THE *Home Front*

MORE than any war in all history, this one demands complete coordination of home and battle fronts.

The nation's whole strength and activity must be concentrated on the single purpose of victory—in the shortest possible time—at the lowest possible cost in blood and treasure.

No matter whether a man is in overalls, a business suit or uniform, all that he has, all that he is, must now be freely at the disposition of his government. And this goes for the business institution exactly as it does for the individual.

Sears, Roebuck and Co. would be unfavorably conspicuous if it did not share this attitude with all American industry and with all business.

We have stricken the word "sacrifice" from our dictionary, and substituted the word "privilege."

We are proud of the important part which manufacturing sources, from which we normally derive merchandise, are playing in the vast war production program, on which the success of our arms so clearly depends.

Meanwhile, our job, obviously, to the extent of our resources and ability, is to supply to the civilian population good, serviceable, needed merchandise—at prices which should enable Sears customers to buy more U. S. War Bonds and to give utmost financial support to the over-all war effort.

—meanwhile distracting national transportation and manufacturing facilities just as little as is humanly possible.

This is our appraisal of our responsibility in this crisis—and we are striving wholeheartedly to live up to it.

★

SEARS, ROEBUCK AND CO

"Mine Sweep at work"

. . . the tell-tale that gear is in operation — a warning to other craft.

The gruelling task of Mine Sweeper Crews in the bitter, far North, in storms or calm seas, finds praise from our Military Forces the world over.

Much of this all important Mine Sweeping Gear— the nemesis of lurking mines of destruction — is made by The Bettendorf Company, international railroad equipment manufacturers.

Other Products for our Armed Forces

Products made for use in all theatres of war by The Bettendorf Company subsidiaries include:

—Slice-Master Bread Slicing Machines, by the Originators of Sliced Bread.

—Micro Internal Grinding Machines — Precision Grinders with which principal Navy Yards, the Army and the Air Force are equipped.

THE BETTENDORF COMPANY
BETTENDORF, IOWA

MANUFACTURERS OF PRECISION EQUIPMENT

The Importance of Weather

(Continued from page 98)

It was a big order, a heavy responsibility. For many weeks the meteorologists worked the forecast down to the most minute detail. As history has recorded, those efforts were rewarded and the weather filled the bill with bulls-eye accuracy.

About the same time in another corner of the world the meteorologists were being asked for certain conditions. The Japanese were pouring airplanes onto fields around Wewak, New Guinea, in an attempt to bolster their defenses of Lae and Salamaua, and our forces planned to bomb these enemy concentrations.

General MacArthur's forces asked for a clear night, no cloud "buildup" over the mountains and clear conditions over the target at Wewak. Jagged peaks of the Owen Stanley range, lying athwart the path of the American planes, rise to 16,000 feet. Normally there is considerable cloudiness building up to great heights over these mountains.

Seven days later the weather service forecast that the type of atmospheric conditions required for the bombardment mission would occur in twenty-four hours. American planes waited the twenty-four hours and then began the series of devastating raids that finally netted 309 enemy aircraft.

At the very outbreak of hostilities there occurred the classic example of the good weather factor in modern warfare. This was Germany's carefully calculated choice of September for the invasion of Poland in 1939. Dry weather was absolutely essential if the armored panzer divisions, with the Luftwaffe giving support from the skies, were to overrun the country and not bog down in mud.

It is readily apparent the German general staff went to the meteorologists and asked when the weather would be most favorable for the blitzkrieg. September was ordinarily a month of fairly low rainfall in Poland, but in this case the German weather service could tell from its study of cycles and prevailing conditions that September of 1939 was going to be even drier than the same month in previous years. Undoubtedly the meteorologists so informed the general staff two or three months in advance and the date for the invasion was set. Unfortunately for Poland and the allied cause, the long range forecast was right.

Cloudy and partly cloudy conditions are utilized by aircraft in many ways. How clouds affect aerial bombardment was illustrated graphically last winter when the British sent planes over Berlin on two consecutive nights, Jan. 16 and 17, under two different sets of weather conditions.

On the first night a thick layer of clouds, into which the bombers could dive to elude the enemy night fighters, lay along the route from the British side of the channel across France and well into Germany. Near the German capital the cloud layer was broken and pilots were able to spot the target in the light of the moon. The raid over, the planes ducked back into the clouds. Losses on the operation were only 0.5 per cent. But the next night there was no cloud protection and the raiding planes were easily picked off by anti-aircraft guns and night fighters. This time the British suffered a 12 percent loss in planes!

Our air forces made clever tactical use of clouds one day in North Africa when Stukas, escorted by Messerschmitts, attempted to attack an American target in the El Guettar area. The Stukas planned to dive down under the heavy cloud layer, drop their bombs and climb back into concealment. Meanwhile, the Messerschmitts would stay above the cover and intercept our fighters. But the commander of the American fighter squadron wisely elected to stay beneath the clouds. There the American planes ambushed the Stukas and knocked them off one by one while the Messerschmitts patrolled uselessly above.

Bad weather's military potentialities were exploited to the utmost in the American invasion of Rendova on New Georgia island. It was a movement executed under cover of dirty weather. Conditions were just as the forecasters predicted they would be.

Our invading forces moved up Blanche channel behind a protective screen of inky blackness, heavy clouds, mist and rain. They took the Japs completely by surprise and established the beach heads that led to the capture of Rendova and the operations against Munda. If the forecast had been muffed and the element of surprise removed, it is doubtful the assault could have succeeded, at least without great loss of life.

The Japanese furnished the classic example of the bungling of a bad weather forecast and the disastrous results that followed when they sent their fleet into the Bismarck Sea. Twenty-two warships and cargo vessels had set out for New Guinea, bent on invading allied positions there or reinforcing the Japs' own desperate garrisons.

The plan was to sneak along behind the curtain of the advancing rainstorms, clouds and fog, and the Japanese expected the elements would protect them until they reached their objective. The weather cleared, however, and left the fleet naked and exposed in mid-ocean. A reconnaissance plane sighted the ships through a break in the overcast and army bombers roared into the air toward the skulking enemy. Every one of the Jap ships was sent to the bottom and thousands of enemy soldiers were drowned.

It will be remembered the Germans successfully used squally, foggy weather with an exceptionally low icing level as a protective curtain for the escape of their battleships, "Gneisenau" and "Scharnhorst," from Brest and the flight northward through the English channel in February of 1942.

To compete with the enemy's cunning and go him one better the weather service had to be expanded from the comparatively small group of officers and enlisted men to the far flung organization of today. The service is directly under General H. H. Arnold, commanding the Army Air Forces.

The service is furnished under two categories; one, the staff weather officers who advise their commanders, and the other, the regional organizations which gather weather data all over the world.

Colonel H. H. Bassett, chief of the weather division of the headquarters, Army Air Forces, is the staff officer whose duty it is to advise General Arnold on all weather matters. He also supervises the weather information and weather requirements branches. Other staff functions are performed by weather training and weather equipment branches of headquarters, Army Air Forces.

Staff weather officers are assigned to the commanding generals in foreign theaters and their voice is heard in the planning of all major operations. There are also staff officers attached to the air forces units in order to provide a further check on the weather.

These staff officers base their conclusions on the hourly, daily and long range reports furnished to them by the regional organizations. The world is divided up into more than a score of regions by the Army Air Forces. A regional control officer heads each one of these and each region is manned by a weather squadron.

The Weather Wing, with headquarters at Asheville, N. C., aids the staff officers in the field by coordinating various activities. Handling a growing volume of administrative details involved in the greatly expanded service, the Wing exercises direct control over the army weather service in the continental United States and other areas of the western hemisphere. It supervises training, equipment, supplies technical matters and the selection of personnel for foreign service.

Weather officers for posts in both the regional organizations and foreign staffs are drawn from the meteorological cadets who go through a rigorous course at six institutions under the supervision of the Army Air Forces Training Command. They are: Massachusetts Institute of Technology, New York University, University of Chicago, California Institute of Technology, the University of California at Los Angeles and the weather replacement training station at Chanute Field, Ill. Preliminary training for qualified cadet applicants is carried on at twenty-five other universities.

A SALUTE

★ ★ ★ ★ To the men and women of our Armed Forces who are giving their utmost in ability, courage, and devotion to the cause of freedom throughout the world, we pay our most sincere tribute.

Let us pledge to those who are defending us on far-flung battle lines an unending flow of everything they need to fight a winning battle.

INTERNATIONAL BUSINESS MACHINES CORPORATION

Adjutants General in Theaters of Operations

by

Major General James A. Ulio

The Adjutant General, U. S. Army

ADMINISTRATION will not win wars, but wars cannot be won without it. It is the Adjutant General in a theater of operations who acts as the executive for administrative affairs for the Commanding General.

The vital necessity and importance of the work done by the Adjutant General in an overseas theater is generally little understood or appreciated by the uninitiated. It is always overshadowed by the more dangerous, spectacular and dramatic events incident to actual combat. Naturally, battle is more newsworthy than the prosaic, sustained, and more or less intangible, routine tasks which are the mission of the Adjutant General. Nevertheless, the adequate performance of these duties are factors essential to the success of any campaign.

In every theater of operations it is the Adjutant General who acts as the clearing house for all administrative functions. To him come all the problems of all the other arms and services on their way to the Commander and his staff or even higher authority. His is the responsibility to maintain all personnel and other permanent records. As the voice of the Commanding General he puts in proper form, publishes and distributes all orders and instructions, except combat orders. He must replace all lost personnel by others, properly classified and equipped for their particular jobs. It is his duty to process all promotions and demotions, including the appointment of men from the ranks to commissioned grades. He is the medium through which passes all official correspondence, including that received and sent by post, courier, wire or radio. He is responsible for the Army postal service of the theater. He is also charged with the accurate compiling, checking and prompt reporting of all casualties. He performs all staff functions not specifically delegated to other agencies. These include, in addition to those which are purely military, certain quasi-diplomatic, political and economic matters incident to the conduct of operations, within the territorial limits of the theater. He is the established contact point for all units and individual members of the command. His office is the static headquarters when the operations are active and fluid.

Such, briefly stated, are the theater Adjutant General's duties. Two of them, mail service and casualty reporting, make him the link between the individual soldier and his family and friends back home, and as such are of special importance. The first, the Army Postal Service, touches practically every man, woman and child in America as well as every officer, enlisted man and woman in the theaters of operations. The second involves the very core of human understanding, love and sympathy. It touches the final bond between the soldier and his loved ones left behind.

In literally hundreds of thousands of cases, the appraisal of the Army itself by the public is made on the basis of the success and efficiency by which these two great and vital assignments are carried through. The Army Postal Service represents the only direct link between the soldier with his family, relatives and friends thousands of miles distant and for such family, relatives and friends, it is their link with the Army. By the service they receive, they are very likely to judge army efficiency.

By the same token, unfortunate and regretable as each case may be, the official communication from The Adjutant General of the Army in casualty cases is the first direct contact the emergency addressee or next of kin has had from the War Department and they are prone to judge the Army by the manner in which such cases are handled.

Typical field post office, the 124th Infantry. Sgt. Ernest McKenzie, left, is sorting letters, Pvt. William D. Ellis, foreground, is sorting packages, while Cpl. William H. Dewberry, right, mails a letter.

Signal Corps Photo

The forwarding of mails within a theater of operations presents a postal and transportation problem of the first magnitude, particularly in these days of fast moving mechanized warfare. In World War II perhaps to a greater degree than ever before, the rendering of the best possible mail service under any and all circumstances has been recognized as a factor vital to morale. Whether from Alaska or New Guinea, Iceland or North Africa, the Solomons or Sicily, the reports are all the same, with respect to the importance of mail. It is ranked with good food as a necessity for the maintenance of morale. It has been called mental ammunition.

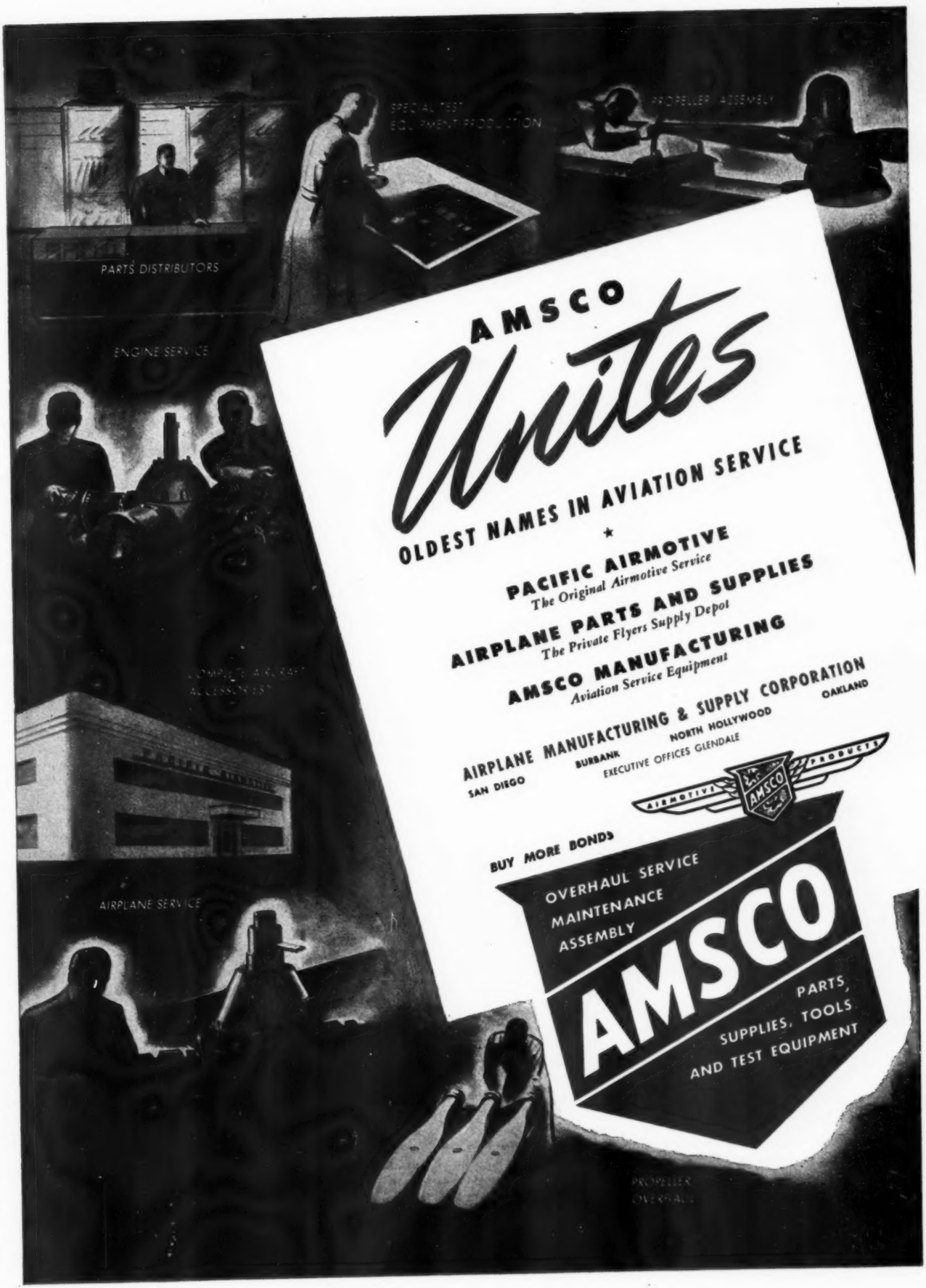
The North African campaign was an outstanding example of what can be accomplished in handling army mails. It was the first really large scale test of our Army Postal Service in an overseas theater. Through careful study and planning, and through the exercise of ingenuity in utilizing all available transportation including a special courier service, it was possible to move a tremendous volume of mail in and out of that theater from the day the first troops landed in November 1942.

In the Southwest Pacific the movement of mail to isolated islands has presented a different but hardly less difficult problem which has been solved with a high degree of success.

As in the case of mail handling, the reporting of casualties has been enormously complicated by the conditions of this war. The vastness of the areas over which operations have been conducted, the facts that American and allied troops fight side by side and use each other's hospitals, that air units range wide distances and that prisoners are taken in enemy territory following large scale bombing missions, all contribute to make the task of the theater Adjutant General to secure promptly and accurately a list of casualties almost a superhuman one. It is hard to explain delays in receiving the official reports of the losses of loved ones, but those who are aware of the need for accuracy and the sad consequences of reporting as casualties those who are unharmed, can sympathize with the problems of the theater Adjutant General in this connection.

The maintenance of records—"paper work"—is a generally detested function of administration. However, only by study of past successes and failures can better plans be made for the future. It is the duty of the Adjutant General to record the experience gained in active operations for future reference and study. Without the much despised "paper work" there would be no such records to guide future commanders, and no record of the military life of our individual soldiers on

(*Continued on page* 118)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Helping to "BRING 'EM BACK ALIVE"

Nothing in this war is more heartening than the large number of pilots and plane crews who come back alive from missions of extreme hazard.

Case after case has occurred where planes suffered terrific punishment, yet the pilots managed to bring them home. It is a tribute to the splendid skill of our pilots and the remarkable quality of our planes.

Vickers Hydromotive Controls are an important factor in the exceptional quality of many American combat planes. These high pressure oil hydraulic controls stand a lot of knocking about . . . they're insensitive to shock and vibration. Yet they are instantly and easily responsive . . . dependable, accurate, easily adjusted.

Vickers hydraulic equipment is also widely used in other combat elements (on the sea and on the land) as well as on many of the machines that build our war tools. We are proud to report that our Army-Navy "E" Production Award now has three stars.

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DETROIT, MICHIGAN

The Red Armies Surge Forward

by

Colonel P. Smirnov

Russian Tactical Expert
(by radio from Moscow)

THE results of this year's fighting operations of the Red Army in the period from July 5 to November 5 were highly characteristic. Especially notable were the following three facts: First, the Hitlerite plan of offensive on the Kursk direction; second, the uninterrupted advance of the Red Army; third, the enormous losses of the German army both in manpower and armaments.

The offensive on Kursk planned by the Hitlerites was an attack from two directions—from the side of Orel and from that of Belgorod and was carried through in the style of the Germany army offensive in 1918. It was conducted in both directions on a front stretching for 50 kilometers, while on the rest of the front of 2300 kilometers complete quiet reigned.

Judging by the experience of the first world war it may be said that such an offensive can be successful only if the enemy is extremely weak and has no reserves at all. Such blows in 1918 did not give Ludendorf any strategic success; they are all the more hopeless in the struggle of mass armies in 1942 with an enhanced mobility of troops.

Harris and Ewing News Photo

Signing the agreement at the Four-Power Conference in Moscow. Left to right, Fu Ping-Sheung, Chinese Ambassador to Moscow, Secretary of State Hull, Soviet Foreign Commissar Molotov and Anthony Eden, of Great Britain.

U. S. Army Photo

Maj. Gen. Alexander Ivanovich Belyaev, Air Forces, U.S.S.R., receives the American decoration, the Legion of Merit, in the degree of commander, from the hands of Maj. Gen. George V. Strong, Assistant Chief of Staff, U. S. Army. The decoration was awarded for his work as special liaison officer of the Russian Air Forces in arranging for visits of high American officials to Moscow and other parts of the U.S.S.R. Gen. Belyaev is chairman of the Soviet Purchasing Commission in America, a post he assumed in March 1942.

The German offensive on Kursk does not in any way testify to any profundity of German thought in matters of operative strategy. On the contrary, German generals continued to repeat their old mistakes: they underestimated the forces of their enemy and failed to understand the conditions of struggle for mass armies.

The immediate cause of the failure of the German attack on Orel and Belgorod was the staunch defense of the Red Army units. From a tactical point of view the Red Army shows on one hand its growing power and on the other the unsatisfactory system of the German defense.

In the first year of the war the Germans applied a system of socalled resistance centers of defense based mainly on the adaptation of inhabited areas for the purposes of defense. We broke through this system of defense in the battles near Tikhvin, near Moscow and Rostov. In 1943 the Germans passed over to a system of defense lines. But this defense likewise proved untenable. The Red Army broke through not only on the field positions of the Germans, but also their fortified areas and lines, as for example in Mtzensk and Belgorod, on the River Mius below Melitopol and also forced such big rivers as the Desna, Sozh and lastly the Dnieper.

Obviously for a successful defense not only one tactical form or another is necessary, but also an operative sweep corresponding to the conditions of war. So far, the latter has been absent in the Hitlerite command.

The German generals base the whole of their defense on the counter-attacks of small groups—battalions and regiments—that is, on tactical stubborness. In the struggle of mass armies this seemingly is not enough.

The losses of the German armies are immense. One reason for this is the aforementioned tactical stubborness. On an average the Germans lost monthly 2500 aircraft; 4000 tanks and about 5000 guns. The question naturally arises: Is German industry in a position to make good these losses? Probably some part of them cannot, which must lead to the further weakening of the German fascist army.

In the 1943 autumn and winter campaign the Red Army began with a brilliant operation for the capture of Kiev and the invasion of the Kerch Peninsula. The uninterrupted operations of the Red Army deprive the Hitlerite command of the possibility of any serious regrouping of its forces. It may be assumed that with the approach of winter the remaining sections of the Russian front will also become active.

The third winter campaign on the Soviet German front is approaching. This campaign will hardly prove more favorable for the Germans than the preceding two winter campaigns.

War Activities of the Quartermaster Corps

by

Major General E. B. Gregory

Quartermaster General, U. S. Army

THE smashing blows the American troops are dealing the Axis from Italy to the Southwest Pacific are the fruits of the biggest military supply operation of all time. Our supply lines, as General George C. Marshall, The Chief of Staff, recently reported, extend over 56,000 miles. It is on their continued, uninterrupted maintenance that our field commanders depend.

On the second anniversary of the attack on Pearl Harbor the more than 400,000 officers and men of the Quartermaster Corps are dedicating their last full measure of energy to fulfillment of our time-honored pledge that no American soldier shall lack the sinews of war.

The world knows how that pledge is being met. The Seventh Army that headed the amphibious invasion of Sicily was the best equipped Army ever to enter battle under our flag. The Fifth Army that later invaded Italy and hurled back the most savage attack the Germans have ever launched against American forces was equally well supplied. General MacArthur's forces have won victory after victory in New Guinea because the rugged terrain and impassable jungles that balked the Japanese supply system were mastered by our fighting Quartermasters.

One year ago we were deep in the North African campaign, which introduced a new vogue in military supply activities. We came, not as conquerors but as liberators, equipped not only to drive out the enemy but to rehabilitate the native populations. General Eisenhower's forces captured great numbers of ill-equipped and half-starved Axis troops simultaneous with seizure of mountainous stores of food, equipment and material. Had the enemy's supplies been where his troops were stationed, we would have faced a longer and far more bitter campaign. The enemy simply could not deliver the goods against incessant land, sea and air attack and the handicaps of incredibly difficult terrain. The goods were delivered to our troops, notwithstanding similar attacks and the fact that our supply lines were thousands of miles longer. The permanent ousting of the Axis from the world's second largest continent was a triumph of logistics no less than of arms.

As this war progresses it becomes increasingly apparent that the armed might of a nation is measured by its ability to supply its soldiers in the field rather than by a computation of its supply and material inventories. It is of little import that a nation is richly endowed with resources and the industrial capacity to convert them into the sinews of war. The soldier in a foxhole gains scant comfort from the knowledge that abundant food

(*Continued on page* 110)

Feeding An Army At War

by

Mary I. Barber

Food Consultant to the Secretary of War, Assigned to the Quartermaster Corps

ALTHOUGH it has been said that food will win the war and preserve the peace, we now know that to be an exaggeration. We also know, however, that without food we can not win this war nor have a voice in the determination of final peace terms.

We in the Quartermaster Corps regard food much as an Armored Division commander regards gasoline, except on a much more comprehensive scale. We not only realize that the Army can't move without it; we understand fully as well that the Army can't stand still without food, either. Our soldiers can do wonders, if necessary, with little or nothing in the way of supplies and equipment. They have proved that time and again in this war, but no Army can stay in the field without food, whether it be on the offensive, the defensive, or merely awaiting orders.

Feeding an Army of millions in training at home is, by now, an old story to readers of the ARMY AND NAVY JOURNAL. Less familiar, perhaps, is the story of feeding men in combat. The global nature of this war makes the food supply problem incredibly complicated. Yet around the world—in spite of the handicaps of distance and the elements—the American soldier eats an American meal three times a day.

The Subsistence Branch of the Office of the Quartermaster General uses every modern

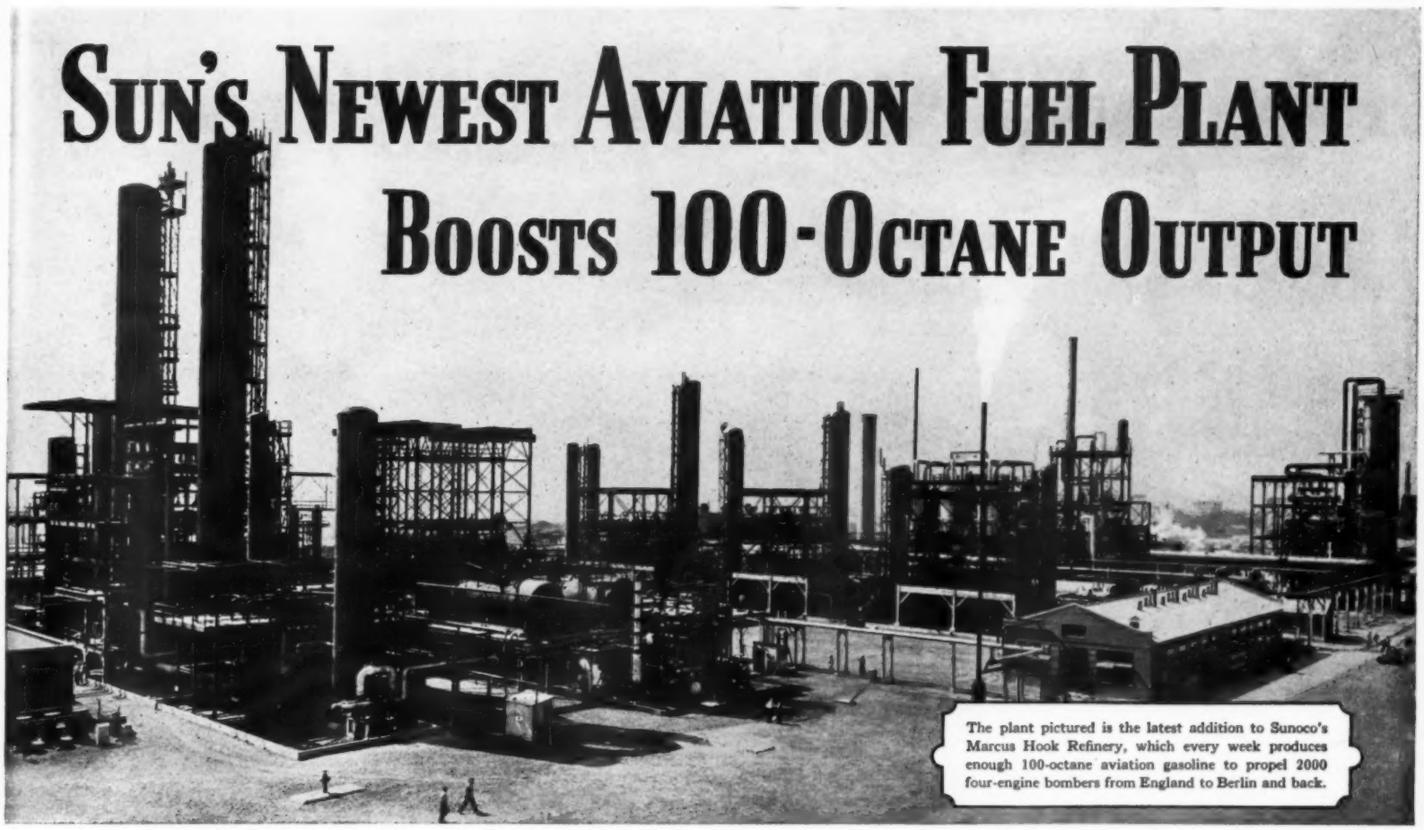
(*Continued on page* 110)

Sling load of supplies being lowered into waiting amphibious truck (2½ tons) along side ship at Noumea Bay, New Caledoia. Sling is not emptied, but is left in "Duck" with supplies in it so that it can be used in unloading.

Screened-in, mobile field kitchen, which telescopes into one, truck length unit, is carried on the truck shown at the extreme left. It was designed by Capt. Clewis C. Moffett and Capt. William W. Rogers, jr., of the AA Artillery Training Command.

Army Signal Corps Photo

SUN'S NEWEST AVIATION FUEL PLANT BOOSTS 100-OCTANE OUTPUT



The plant pictured is the latest addition to Sunoco's Marcus Hook Refinery, which every week produces enough 100-octane aviation gasoline to propel 2000 four-engine bombers from England to Berlin and back.

Adds to Sunoco's position as one of the world's largest producers of aviation fuel !

Now in full operation, Sunoco's huge new aviation gasoline plant is the largest of its type in existence. In this self-contained plant, all petroleum components of aviation gasoline are produced and blended into the finest 100-octane fighting fuel.

The new plant, added to the giant facilities already in operation, makes our Marcus Hook refinery one of the largest producers of 100-octane aviation fuel in the world.

Sun First to Make Catalytic Cracking Commercially Practical

Sunoco's leadership really began long before Pearl Harbor, when the company first made commercially practical a now-famous process of catalytic cracking. No greater contribution has been made to the war effort. For, without the principle of catalytic cracking, Allied aviation fuel requirements could not have been met.

A Triumph of Private Initiative

Sunoco's entire aviation fuel program has been accomplished without government aid or subsidy. Facilities costing more than 36 million dollars are now devoted to war production in the company's Marcus Hook refinery alone. It is only through such free play of private initiative that all American progress has been achieved.

BUY WAR BONDS AND STAMPS

SUNOCO

This advertisement reviewed by the Office of Censorship which found no objection.

EVERYTHING SUNOCO DOES HAS VICTORY AS ITS PURPOSE

Canada's Part in the Allied Effort

by

The Right Honorable W. L. Mackenzie King

Prime Minister of Canada

CANADA looks back over the year 1943 as one in which many of her national aspirations as a full-fledged unit of the allied forces came to fruition, and as one which foretold the certainty of her full share in the victory which lies ahead.

In August, Canada was honored by the meeting at Quebec of the President of the United States and the Prime Minister of Great Britain. This meeting was welcomed by the Canadian people as a further sign of the closer harmony between the British Commonwealth and the United States, so essential to the winning of the war and the making of a lasting peace.

The Canadian Army, given its first opportunity to engage the enemy since the Dieppe raid, stormed the beaches and hills of Sicily and Italy with the British Eighth Army and our American Allies. The Canadian troops who faced the ultimate test of enemy fire acquitted themselves in the best military tradition and proved the value of the striking force which has been trained so assiduously and so well since the autumn of 1939.

In the Pacific, men from every province in Canada joined United States land and naval forces in an operation designed to make the western shores of this continent safe when they occupied Kiska, in the far-off Aleutians.

At sea, the Royal Canadian Navy continued to dominate the waters of the North Atlantic, as our growing fleet, manned by seasoned veterans, carried out its brilliant convoy and anti-submarine work, much of it necessarily clouded in the secrecy attending the operations of the Senior Service. When the full story of the year's victory over the German U-boat is told, high praise will go to our sailors and their able and gallant collaborators of the Royal Canadian Air Force.

Royal Canadian Navy Photo

A Fairmile submarine chaser.

Prime Minister King greeting U. S. soldiers during a visit to Washington, D. C.

The Royal Canadian Air Force, expanding from that great cradle of our air power, the British Commonwealth Air Training Plan, centered in the Dominion, continued to uphold and enhance its marvellous record over most of the widely-scattered battle fronts of the world. Thousands of Canadians served with the Royal Air Force, or in all-Canadian squadrons of our own establishment, and firmly cemented their position as one of the most deadly striking forces in the history of war.

At home and, indeed, in many cases abroad, the women of Canada took their part in the armed conflict, as more than 35,000 of them served in the uniformed ranks of the Navy, Army and Air Force.

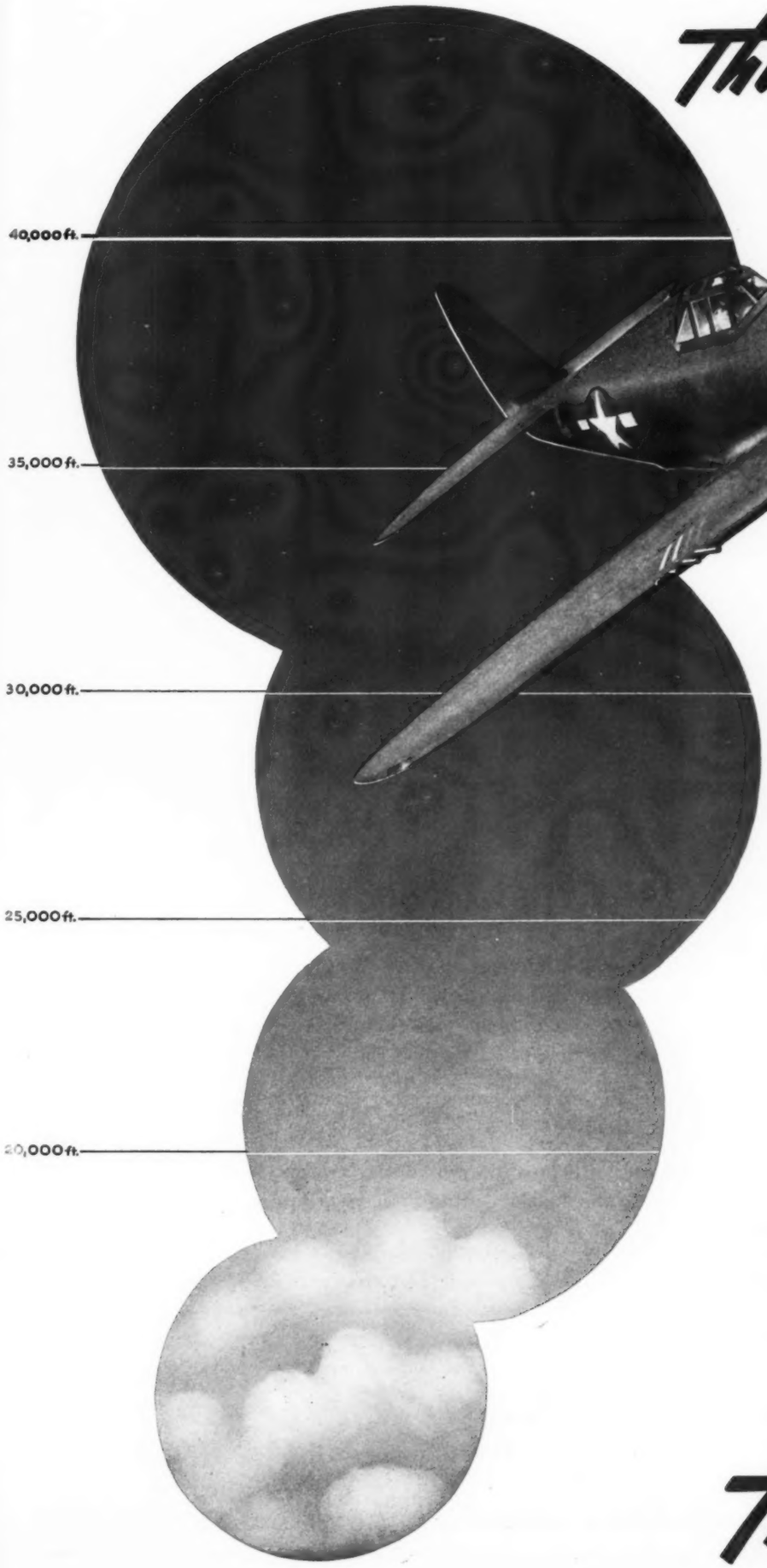
In the field of war production, Canada's industries reached a new peak of endeavor, as more than a million men and women labored to turn out not only the sinews of war for our own forces in the field, but also for the fighting men of Britain, Russia, and indeed for all the Allies. Cargo and naval ships were launched in increasing numbers from our naval yards; airplanes, including the giant Lancasters and the swift Mosquito bombers, went from Canadian factories to join the air armada over the skies of Africa, Italy and Germany; a thousand and one items of military armament went to all the battle fields from Canadian shores.

1943 saw a continuation and augmentation of full co-operation of war industry with the United Kingdom and the United States. In that other essential of behind-the-lines endeavor in time of war, the Canadian farmer and food producer became one of the great bulwarks of the Allied war effort, and Canadian food was shipped, much of it under the Mutual Aid Plan, to the four corners of the earth.

While hundreds of thousands of Canadians thus took their part in actual armed operations against the enemy, and hundreds of thousands more engaged directly in the war effort, the rest of Canada's population stood steadfast in their fourth full year of war, accepting at home the rigid controls necessary to the successful prosecution of the struggle abroad. Canadians everywhere showed their temper and determination by over-subscribing the Fifth War Loan which has just been completed, and continuing to invest a steady stream of funds in the form of war savings.

In the same spirit of determination Canadians at home and abroad look forward as 1943 comes to a close, in sober, reasoned expectancy of an early victory, not alone over the Nazi tyrants of Europe, but over the military power of Japan.

To the people of the United States, I extend the greetings of their friends and kinsmen in Canada, and their assurance of loyal and unstinted co-operation to the close of war and in the coming peace.



Highway patrol

Sure, you've read this story before. It's in your newspaper frequently. "Bombers over Germany again last night...escorting Thunderbolts broke up mass attack by enemy fighters."

Possibly you missed an important point: *that most of these battles start at near-stratosphere levels, up around 35,000 feet or above.*

Thunderbolts patrol the *high*ways of today's air war, the strategically important stratosphere.

This very same stratosphere will be the natural sky-road for tomorrow's high speed, long distance transportation. We think of the Thunderbolt as the forerunner of great peacetime planes to come—planes designed for high speed, high altitude flight.

Republic Aviation will know how to build them! Republic Aviation Corporation, Farmingdale, L. I., New York.

REPUBLIC AVIATION

FARMINGDALE DIVISION

SPECIALISTS IN HIGH-SPEED AIRCRAFT

MAKERS OF THE

Thunderbolt

Quartermaster Corps

(*Continued from page* 106)

awaits him 100 miles or even one mile away. Nor is it helpful to an Armored Division commander to have a tanker loaded to the gunwales with gasoline docked at a nearby port. What his mobile equipment needs is gasoline in his possession. It is the union of the supplies with those who need them that produces military success.

The Japs launched this war virtually on a throw of the dice. Their Pearl Harbor attack was a gamble that America could not supply any sizeable force in a theatre of operations 10,000 miles from base against an enemy with supply lines less than a third as long. Deluded with temporary successes, they perhaps thought for a time that their guess was right.

Today the pendulum has swung. It is MacArthur and not Tojo who is on the offensive. It is the Americans and not the Japs who are advancing. It is enemy territory and not ours which is being yielded under crushing attack. It is the American soldier 10,000 miles from home who has the best food, the best clothing, the best equipment and the best arms. It is the American Quartermaster Corps that can deliver more implements of war half-way around the world than the Japs can deliver over a distance thousands of miles shorter.

Due to the amphibious nature of most of our major offensive operations in recent months, the Quartermaster Corps has had to develop a complete new supply system, beginning with packaging to resist the ravages of the sea and ending with the complicated problem of unloading mass supplies in a rolling sea without the benefit of docking facilities.

In some of our Southwest Pacific operations we have used as many as 1,000 men, our own soldiers and natives, to unload ships bearing military supplies. These have to be loaded on barges and rafts, taken to shore, unloaded on beaches and then carted into the interior to be stored in make-shift, hastily improvised but carefully camouflaged warehouses.

In the campaign that drove the Japs back from within sight of Port Moresby, New Guinea, to the other side of the Owen Stanley Mountain Range, Quartermasters delivered supplies in virtually every conveyance known to man. We used Army transports, native dug-outs, barges, rafts and canoes to get the goods ashore and up winding tropical streams. For short distances in the jungle we sometimes could use trucks. Then jeeps were pressed into service and when they could go no farther, the faithful Army mule took over. When mules gave out the supplies were loaded on the backs of men.

The soldiers who surrounded and annihilated the enemy garrison at Buna were supplied with tons of material laboriously delivered by manpower—by Quartermaster soldiers who delivered the goods and then seized rifles to hold breaches in the line and drive back attacking Japs. Colonel George DeGraaf, a Quartermaster officer, was awarded the Distinguished Service Medal for rallying supply soldiers in this campaign and holding back counter-attacking enemy forces thereby preventing a serious setback.

In the Guadalcanal campaign one of the first Army outfits to land was a Quartermaster laundry company. In the first few minutes a complete unit was destroyed by enemy fire and the whole crew dug in to hold a beachhead until Infantry reinforcements could arrive. In this as in countless other invasions, the Quartermaster is a fighting soldier first and supply man second.

Quartermasters are at their best while fighting, but combat is only a part of supply activity. At unnumbered bases around the world, many of them extremely isolated islands, Quartermaster supply operations are being carried on that defy the imagination.

Lands that never saw a white man until a few short years ago now are abristle with Quartermaster supply depots, warehouses, repair shops and manufacturing plants. In New Caledonia we are operating our own canning factory, using fish caught in nearby waters, vegetables raised in soldiers' victory gardens, and meats purchased from natives on nearby islands.

In the perpetual fog in the Aleutians we have transplanted American industry which, thanks to Yankee ingenuity, is thriving under conditions that would previously have been branded as impossible. The Japs couldn't take it; we drove them out of Attu and they fled precipitately from Kiska, but the Americans are operating there with an efficiency that reminds of a miniature Detroit.

The American soldier today is fighting in strange and exotic lands, but he eats, sleeps and lives in an American atmosphere — transferred lock, stock and barrel by the fighting Quartermasters who have an organization in operation wherever a United States soldier is to be found.

Feeding An Army At War

(*Continued from page* 106)

solution to food supply problems, and in this we are aided and abetted to the utmost by the ingenuity of our soldiers themselves. From the tropics come stories of aviators carrying as many canteens as possible full of water so that it will chill and often even freeze at high altitude. Water is precious in searing heat, and ice water, far from any possible refrigeration is well-nigh priceless.

Ice cream, too, finds its way into otherwise iceless deserts thanks to soldier's ingenuity. Ice cream mix supplied by the Quartermaster Corps is placed in cans by ferry pilots, who then place the cans in windows of planes. The vibration of the planes churns the mix while the altitude freezes it and the planes land laden with ice cream ready to eat.

Ice water and ice cream—national favorites in the United States—are luxuries beyond price in the nearly unbearable heat of jungles and tropics that produce perspiration-soaked uniforms. But the cold, too, has its problems—cold that penetrates through the clothing and even one's bones feel cold. The one release, in either instance, from discomfort is food.

The forces landing in the perpetual fogs of Attu and Kiska carried K and D Rations and for two days after the landing ate little else. The terrain is rugged, the climbing steep; uniforms and boots were wet—the cold became colder as altitude increased. Every pound of food, cooking utensils and stoves had to be carrier up the slippery, tortuous paths by soldiers from the Quartermaster Corps.

The first food to reach the troops was Ration C. Some men had small alcohol stoves so that water could be boiled for coffee or hot lemonade, and the meat units could be heated—if time from battle allowed this to be done. The little stoves had to be buried in the mud and shields put around them to hide their dim light. Later the large, heavy gasoline burners from Army field ranges arrived. From then on, hot coffee and cocoa were available at all times for those who could get to the improvised field kitchens.

Several days later other food supplies arrived—canned meat and canned dehydrated vegetables, fruit juices and soups. All these items were carried by men over terrain impassable to motor vehicles, but at last our soldiers, miles from the supply bases, were eating hot, nourishing meals.

Many, no doubt, have heard of the cemetery in Guadalcanal where Protestant, Jew and Catholic are buried side by side, each grave marked with a concrete block. Preserved in this block is the soldier's mess kit—the most intimate personal belonging he had through all his fight for the freedom of the world. Primitive people used to bury with the soldier his weapons, and with the civilian his personal possessions so that he would feel at home in his next sphere. Today the mess kit, significant of the strength and courage gained through food, is the symbol both of the home and the battle field. It means food—food that will sustain and nourish our soldiers while away from their families and usual environments, and keep them adequately fed until the guns are stilled and life again means planning for a lasting peace.

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Training Officers and Men for the U. S. Navy

by

Rear Admiral Randall Jacobs, U. S. N.

The Chief of Naval Personnel

DURING the past three years the Navy has trained over a million and a half officers and men to meet the needs of the tremendous expansion of the service. When the President proclaimed the national emergency on September 8, 1939, there were less than 150,000 officers and men on active duty. By December 31. 1943, that number will increase to more than 2,000,000 commissioned and enlisted personnel, both men and women, on active duty.

To accomplish its purpose as an instrument of force against our enemies the Navy has built a vast and formidable fleet. To meet the personnel needs of that new fleet the Bureau of Naval Personnel undertook unprecedented programs of procurement, training and distribution of personnel. All three programs have kept pace with the rapid growth of the Navy's ships and facilities to insure a balanced development at maximum efficiency in all stages.

Ships and facilities do not alone make a Navy, nor do procurement and distribution of personnel. Every man and woman engaged in this vital phase of the Nation's war effort must be thoroughly trained to perform their duties. Thousands must qualify as commissioned officers for both fleet and shore duty. Hundreds of thousands must achieve the many ratings in which enlisted personnel serve. Training is a never ending process in the Navy, for the Navy of today is a technical organization and a dynamic one which requires its officers and enlisted people to keep themselves up to the minute on every new development affecting their respective jobs.

Last June 30 a total of 17,437 officers and 167,886 enlisted men were in training. The percent of officers trained in the past fiscal year rose 267 percent over the year before. Similarly the percent of enlisted personnel trained in the past fiscal year rose 173 percent over the year before.

In ordinary times the Navy mans its ships with personnel of the regular Navy. Officers are, for the most part, graduates of the Naval Academy while enlisted personnel are usually career men who work their way up through the various ratings. In time of emergency the Navy calls upon graduates of Naval Reserve Officer Training Corps and others for its officer personnel and upon the fleet and other reserves for its enlisted personnel. In the present conflict both the regular Navy and the existing reserve were insufficient numerically to meet the needs of the service.

The result was that the Navy began intensive campaigns to procure officers and to enlist men from civilian life. The Navy is still commissioning qualified individuals from civil life and accepting others for officer training. Most of our enlisted personnel are obtained through Selective Service procedures although the Navy will still enlist those who are 17 or over 38 years of age. In addition the Navy is commissioning and enlisting women for the Women's Reserve of the U. S. Naval Reserve.

Those commissioned from civilian life receive indoctrination and may also attend special service schools before being assigned to duty. Those enlisted or inducted into the service receive basic training to condition them physically and mentally. On the basis of aptitude, classification tests, previous experience, and training, some of those who finish basic training may be sent to service schools before assignment to ships and shore stations. Others are assigned to duty ashore or afloat upon the completion of basic training.

Within this pattern officers and enlisted men of the Navy receive the instruction necessary to fit them for the duties they will perform in a great variety of billets. Although the basic pattern is the same there is wide variation in subject matter. In this way the specific training of officers for deck, engineering and other duties is accomplished and in a similar manner the training of enlisted personnel provides the skilled hands in the many ratings needed to man the ships of the fleet.

During the past year the Bureau of Naval Personnel has supervised the training of officers for such specialized activities as armed guard, chaplains, Diesel engineering, salvage and a host of others. Among those trained in some specialties were officers of other United Nations.

One of the greatest strides made in training activities this year is progress in the standardization of curricula. When training facilities required rapid and unparalleled expansion there was no opportunity to revise and test courses nor were there any precedents in the case of recently created courses. Now, with the pioneering work done standardization is possible. Our electrician's mates on the east coast are receiving the same course, identical in every detail, as our electrician's mates on the west coast.

Another great stride is the expansion of existing Naval activities and the use of former civilian facilities. The Naval establishment at Great Lakes, Illinois, for example, has reached a capacity undreamed of in the 1920's. Today over 75,000 can be trained at Great Lakes. In other places the Bureau has acquired by purchase or by lease facilities already in existence.

During the past fiscal year our facilities for the training of Women's Reservists have increased manyfold. The success of the WAVES is now an accomplished fact. Their services are in demand from all establishments. The Navy needs more Women's Reservists. If patriotic American women will continue to volunteer their services, this need will be met.

To maintain a continuing flow of young officers the Navy College Program was created and 77,000 young men are now in colleges and universities throughout the nation in the V-12 program. This program is administered in selected institutions under contract to the Navy for instruction, housing, messing and other facilities. The Navy contracted for

(*Continued on page* 118)

Midshipmen training for sea duties familiarize themselves with the vital sextant. Reserve Midshipmen are prepared at the Naval Academy, Columbia University, Northwestern University, and the University of Notre Dame.

U. S. Navy Photo

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The Coast and Geodetic Survey

by

Rear Admiral Leo Otis Colbert

Director, U. S. Coast and Geodetic Survey

PRESIDENT Thomas Jefferson, foreseeing the need of an organization that would be responsible for a comprehensive scheme of surveys to assure the protection of our shores in time of war and to meet the demands of our growing commerce in time of peace, obtained authority from the Congress in 1807 to establish the Coast Survey. As a result of his foresight there was created a Service that has functioned as an important adjunct to our armed forces in every major conflict since the War with Mexico.

Without charts, without maps, without accurate predictions of the tides and currents, defense of our coasts would be feeble; overseas attack would be impossible. To supply these essential needs of warfare the Coast and Geodetic Survey has utilized its entire effort since the beginning of the present emergency.

The rapid expansion of our military and naval forces, as well as the accelerated production of ships and planes, has been directly reflected in the demand for charts for sea and air navigation. Before the present war less than 400,000 nautical charts of our coasts were used annually by our Navy and merchant shipping. During the past year our naval and maritime fleets required over 2 million copies, exclusive of numerous confidential marine charts prepared for use in the antisubmarine campaign and for other special naval purposes.

With the growth of the land and air forces there has been a tremendous increase in aeronautical chart needs. The experience gained and the facilities accumulated by the Coast and Geodetic Survey during the previous 15 years in supplying the aeronautical charts used by military and civil aviation in the United States was a firm foundation upon which could be erected speedily a structure capable of producing the huge output required by our global activities.

This Coast and Geodetic Survey launch surveying in Taku Inlet, Alaska, must be on constant alert to miss floating icebergs and to avoid being swamped by huge cakes of ice falling off the glacier.

The deployment of our air forces in far-flung areas of the globe required the construction of over 1,800 new charts, each of which posed complicated problems in the collection of source material, compilation, and reproduction.

Before the war half a million aeronautical charts met the yearly requirements of all aviation in the United States. Spurred by the knowledge that the product of their efforts is vital to the war, a loyal and ingenious group of workers produced during the past year over 12 million aeronautical charts for combat and training purposes, in addition to a large number of target and other special-purpose charts.

Not the least of the problems involved in the expansion was that of securing competent personnel. The scarcity of skilled draftsmen necessitated the training of many new employees, over 500 of whom were without previous experience. Many of these were women. It was necessary also to train women as photographers, type compositors, and press operators, duties formerly performed exclusively by men.

A flexibility of organization had to be maintained to keep pace in production with ever changing requirements and to meet emergency demands as new areas of combat developed. The devising and development of many new methods in cartography and lithography by officers and employees of the service contributed materially to these accomplishments.

Wholehearted has been the cooperation of manufacturers in producing new materials to meet specific problems. One of the most important of these products, developed by the paper industry in conjunction with the Coast and Geodetic Survey, is a fluorescent paper for aeronautical charts which has been adopted by the Army Air Forces for use where minimum illumination is essential for safety.

There arises in wartime a constant demand for new marine surveys as naval operations progress to inadequately-charted areas. Special surveys become necessary in well-charted areas for such military purposes as cable laying, testing of equipment, ship launchings, development of anchorages, and training of landing parties. The entire surveying fleet of the Bureau has been utilized since the beginning of the war to meet these demands. Particularly in the dangerous waters of the western Aleutians has much been accomplished by vessels of the survey to facilitate the navigation of our naval forces.

The Coast and Geodetic Survey 9-lens camera ready to be mounted in plane. Large areas of the Aleutian Islands and of the coasts of the United States have been mapped with this camera.

A comprehensive topographic-mapping program covering 16,000 square miles of strategic areas along the eastern seaboard is being carried on by the Coast and Geodetic Survey with funds furnished by the Chief of Engineers, U. S. Army. The entire area involved has been photographed with the Bureau's 9-lens camera. Field checking, compilation, and printing have been completed on 70 quadrangles and about 60 quadrangles are nearing completion.

Not only is this work of benefit to the Army but to the Navy as well since much of the area mapped falls within the limits of our nautical charts and data will thus become available for revision of shoreline and inland detail. Air photographs which were taken of a number of coastal areas along the Alaska Peninsula and the Aleutian Islands though primarily for chart construction have proved of immense value to Army and Navy operations.

The exigencies of war have greatly accelerated the demand for geodetic control surveys, not only for use in the production of charts and maps but for such military purposes as the training of Army Engineer topographic battalions, Coast Artillery fire control, and the coordination of defenses along our coasts and in our recently acquired island bases.

A project of special interest on which rapid progress was made during the past year is a scheme of triangulation extending along the new Alaska-Canada highway. This work, which is being done at the request of the Chief of Engineers, will coordinate all local surveys and will make it possible for the first time to compute most of the surveys in Alaska on a single datum.

(*Continued on page* 118)

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Keeping Armored Training Abreast Of The War

by

Major General Alvan C. Gillem, Jr.

Commanding General, Armored Command

THE history of this war should and, undoubtedly, will contain a distinguished chapter on combat honors achieved by American armor. On the El Alamein line, at Buna, at Palermo, and in countless other decisive engagements, our tanks and our armored artillery have proven beyond question their value as major weapons of the ground forces.

That history will record the deeds of men who made these weapons, and of men who manned them seems certain; that equal recognition will accrue to men who perfected both fighters and vehicles remains, unfortunately, a matter of some doubt.

In the Armored Command, the task of keeping our training and equipment abreast of changing conditions and strategy overseas has resolved, in the past year, into a full 24-hours-a-day job. While basic principles covering use of armor remain unchanged, methods of employment inevitably vary, depending upon the type and strength of enemy forces, terrain and other considerations. New weapons as well as new tactics have been fed steadily to fighting troops, in conformity with battle experience.

We can leave nothing to guess-work. The information upon which we depend is obtained through constant first-hand study, reports of observers with armored units overseas, and a variety of other experience data.

In a steady stream, former troop commanders of the 1st and 2nd Armored Divisions and high-ranking British officers, all veterans of the fighting in North Africa or Sicily, have come to Fort Knox in the last 12 months. Along with others of my staff, I was privileged to make an inspection tour of the European and Mediterranean war theaters which included nearly a week spent on Sicily shortly after the invasion began.

From each of these observers come contributions of value. Their information colors the tactical and technical instruction at the Armored School; it may have an important effect on the constant testing and development under way at the Armored Board; it offers new problems to the experts of the Armored Medical Research Laboratory; and, above all, it can be reflected in the training of troops in the Armored Replacement Training Center.

Each of these installations is set up to receive, evaluate and pass on the experience gleanings from the battlefield. The Replacement Training Center provides a case in point. During the past year, the instruction of replacements has been changed, on the basis of battlefield experience as follows:

1. At least 300 per cent more time has been devoted to training in gunnery, driving, and crew drill.

2. Psychological conditioning has developed from the pioneering stage to a definite program, which involves teaching the soldier as to where and what his goal may be and what his mission is in relation to the broad picture of the war. In teamwork lies the major difference between defeat and victory.

Armored Command Signal Photo

The Armored Command teaches tank drivers to know their vehicles intimately, triumphing over terrain obstacles and limited visibility. This picture shows an M4 medium tank traversing rough ground with the driver's and bow gunner's hatches "buttoned up." Night driving is another feature of the training program which is based on combat experience.

3. Battle inoculation, likewise a relatively new field stressing the sights and sounds the soldier will see and hear in combat, including air bombardment, has been given full and detailed emphasis.

4. Much additional emphasis has been placed on the necessity for training each member of a vehicle crew in the duties of every other member and the welding of these individuals into a fighting team. A tank must continue to fight so long as a soldier remains alive in the vehicle to man a weapon. Rotation and versatility have supplanted specialization.

Replacement training, too, is placing heavy stress on such well-known military essentials as night operations, reconnaissance, terrain appreciation, and on such comparatively new techniques as mines, booby traps, and smoke.

This additional instruction required time; hence, the basic training period at the ARTC was extended, from 13 weeks to 17 weeks. Shortly after the Tunisian campaign was terminated, an increase in night training from 28 to 84 hours per cycle was ordered. Combat experience likewise inspired a special battle training area, where men drive tanks over rugged terrain in platoon problems, fire live ammunition, and learn to use their initiative under conditions closely approximating those of battle. They are harassed by a German-speaking Nazi platoon and learn the value of security; they receive instruction in street fighting, close combat, attack on a fortified position, and how to advance under fire. Graduates of the Armored Officer Candidate School spend an entire month in the battle training area, immediately after graduation and before they are assigned to their units. Each ARTC trainee spends two weeks in the area at the conclusion of his basic training. Throughout this time, the men live under the most arduous field conditions.

A vital factor in the success of American and Allied armor has been the constantly improving quality of vehicles and equipment. The M-4 medium tank, unquestionably the finest tank now in combat, is one of the many tributes to American manufacturing genius born of this war. This Sherman tank has proven itself in many ways the superior even of the German Mark VI or "Tiger."

The Armored Command always has exerted a powerful influence over the design and production of the equipment its units take into battle. The closest possible liaison is maintained with Ordnance and with civilian manufacturers and technicians. Many developments have sprung from combat officers; it is part of our job to test them, determine their feasibility under all conditions, then see them translated into steel with an absolute minimum of delay. The Armored Board's tests run day and night. These tests insure dependability in all items before issue to the field forces.

Experiments carried on by the Medical Re-

(*Continued on page* 118)

Armored Command Signal Photo

Gunnery receives heavy emphasis in Armored Command training of tank and artillery units. This photograph shows the crew of an M7 preparing to fire their 105-mm. howitzer, while one cannoneer moves over quickly to man the .50 cal. anti-aircraft gun. The howitzer, mounted on a medium tank chassis, is the basic weapon of armored field artillery.

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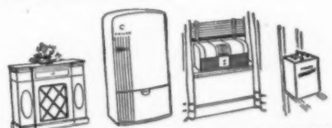

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The Tank Destroyers

(*Continued from page* 54)

brunt of the German armored assault, and in one of the most magnificent and bloody fights of this war, stood and slugged it out with the enemy, losing 20 of its 28 guns but accounting for 30 German tanks including Tiger Tanks. (Probably from the over-all picture, an exaggerated statement for there was infantry, artillery, tanks, antiaircraft, and air all involved in this fight, but from the observer participant's point of view he meant what he said. He meant it with all his heart.)

Here the newer model tank destroyer on a medium tank chassis, with a 3-inch high velocity gun with its muzzle pointing to the rear in a traveling position, was brought into action. Commanders were criticized as to their use. Some of them were lost but nevertheless it was a real "can opener." In one instance severe criticism brought to light the fact that in exchange for 3 M-10s, the tank destroyers got 5 tanks and 4 "88's," although two fine non-commissioned officers were killed and five wounded.

From that time on to the end of the campaign the old and the newer model tank destroyer played parts ever increasing in importance until the glorious victory at the end. It did not prove to have the surprise of the longbow nor was it as effective. The guns initially were of low velocity; the sights low-powered; the vehicles were not the best in light of the present standards, and they were too conspicuous. The so-called M-10 was too heavy and more conspicuous, although the gun power deficiency had been corrected. However, when all was said and done and the smoke of battle had cleared it was found that the tank destroyers engaged had taken toll of enemy tanks in the amount of 137 in exchange for 53 tank destroyers. This does not include the tanks damaged and retained in enemy possession, nor does it include 18 German 88mm. guns knocked out.

The American Army now has a weapon in the modern Tank Destroyer which enables its commander in combination with other arms to forestall exploitation by enemy armor. It has a weapon which, used in conjunction with armored divisions, will enable those divisions to exploit penetrations without interference from the enemy armor. This Tank Destroyer is a weapon which has incorporated in it the genius of American automotive engineers and the best of ordnance design, the specific need for which was first realized by the officers of the American Army.

It has not taken, nor will it take, the tank from the battlefield as did the rifle bullet the man in the iron pants. On the other hand, like the longbow, it has materially cramped armor's style. The tank, handicapped by poor visibility, must learn how to shoot better in spite of this if it is to survive. A flush hit on a tank will stop it although the projectile will not necessarily go through both sides, but may go around on the inside. A flush hit on a tank destroyer will stop it, going on through both sides. The tank destroyer, however, has better mobility; it has better visibility; it has better means for accurate location and laying on the enemy tanks. It can shoot quickly and accurately.

It was unfortunate that the tank destroyers, with what is now an obsolete weapon, were first engaged against real enemy armor when the enemy had the initiative. The modern Tank Destroyer, either towed or self-propelled, might have changed the tale. Certainly had the expedient destroyers not been there things would have been no better.

The personnel of the Tank Destroyers have at times been overly bold. They have had "the young man's spirit" and would not quit. Battles have been won, not by a single arm but by all arms. Yet what commander would have dispensed with one unit or with even one gun? Were the victories ever so assured as to have permitted this?

What commander would want to change "the young man's spirit," the boldness, the dash, the courage written all over the records of Tank Destroyer action at a time when their weapons were expedients pending production of a weapon fulfilling the tank destroyer concept? Certainly they contributed to the ultimate success in Tunisia. Certainly in the early stages they helped prevent our Army's annihilation. Certainly with the new weapons and the old spirit they will strike and strike again in their place on the team. Certainly they more than justified their existence in the past and will do so in the future.

Diplomacy and War

(*Continued from page* 13)

China's resistance has held enmeshed on her front substantial Japanese forces which might otherwise have been loosed against us and other of the United Nations in the Pacific; and China is playing an important part in the United Nations' program for the winning of the war and achievement of a stable peace.

The agencies of our foreign policy are at all times at work as instruments of national defense. Since the attack upon us, they have been intensively at work in assisting our armed forces to achieve the victories which are now fast increasing in numbers and significance.

Training for the U. S. Navy

(*Continued from page* 112)

existing facilities and fitted the V-12 program into existing college patterns. The object of this training is to provide the basic educational background necessary for the assimilation of the technical and professional knowledge required of a Naval officer.

Following the successful completion of prescribed studies in the V-12 program, prospective line officers attend Naval Reserve Midshipmen's Schools located at the Naval Academy, Columbia, University, Northwestern University, and the University of Notre Dame. These schools, originated at the suggestion of our President, Franklin D. Roosevelt when he was Assistant Secretary of the Navy in World War I as "Plattsburgs of the Sea," are now the Navy's principal source of young seagoing officers.

Officers commissioned from civilian life attend indoctrination schools for varying periods of time depending on the type of duty to which they will be assigned. Those who will assume line duties take a two months' basic course.

Thus, line officers of the Navy now receive fundamental training at the Naval Academy, NROTC colleges, Naval Reserve Midshipmen's Schools or Indoctrination Schools. In a similar manner enlisted personnel receive basic training at one of the seven Naval Training Stations located at Great Lakes, Illinois; Newport, Rhode Island; San Diego, California; Farragut, Idaho; Bainbridge, Maryland; Sampson, New York; and for WAVES, Hunter College, The Bronx, New York.

Following their fundamental training, both officers and enlisted personnel are ready to assume duties afloat and ashore or to attend advanced schools for specialized training.

A program of voluntary in-service education has been developed and is now in operation. Designed to utilize the "thinking time" which is the time officers and men are off duty and wonder what to do or what will happen to them after the war, the educational services program embraces instruction provided by Educational Service Centers, correspondence courses and other methods.

Correspondence courses in a wide variety of subjects are available to all Naval personnel through the Armed Forces Institute, Madison, Wisconsin. These courses, many of which lead to high school or college accreditation for work done, are also entirely voluntary.

The Navy's purpose is to train fighting men. Always the paramount consideration in the Navy's programs of training and education are the needs of the service to develop the best possible fighting organization. To this end the sum total of knowledge and technical accomplishment possessed by the service, plus the resources of our civilian educational institutions, are devoted to Navy training. Men and women coming into the Service from the many professions and occupations of civil life are being taught everything they need to know about the duties to which they are assigned. They are also given the opportunity to advance according to their ability.

Through its various programs the Navy is training the effective personnel required to operate the complex organization of a modern sea force. Its principal objective is to provide maximum training in minimum time for officers and enlisted personnel to the end that ultimate and complete victory over our enemies will be achieved.

Adjutants General

(*Continued from page* 102)

which any veterans' benefits to them and their families will be based. It is the duty of the Adjutant General of the theater of operation to see that these records are maintained and preserved until they are returned to the final custody of the War Department.

Machine Records Units in theaters of operation are attached to Army and Corps Headquarters and operate as an integral part of the AG Section. They are messed and administered by the headquarters company. The mission of these units is to provide all personnel statistics and strength returns required by the local headquarters and to act as a control for personnel reports required by higher headquarters. Rosters, locator service, casualty statistics, decoration and awards statistics are also provided by these units.

The machine records units have proved a most valuable administrative weapon and remarkable results have been attained from them even under combat conditions. Mobile units move right along with the rear echelon of the headquarters and the personnel data required by higher headquarters is transmitted in summary card form to Central Headquarters (fixed) units, which further consolidate and transmit to the War Department. Army-wide strength returns are compiled in detail in Washington from summary cards submitted by theater units in all corners of the globe three weeks after the effective date of the data.

The Adjutant General of a theater of operations should have personal qualifications of the highest order. Among others may be mentioned physical, mental and moral stability, loyalty, zeal, energy and good judgment, large resourcefulness, executive skill, long professional military experience, tact, diplomacy and an intimate knowledge of the organization of his own and allied forces. He must possess the confidence and respect of his superiors and inspire the loyal support of his associates and subordinates. Only with such qualities can he accomplish the multifarious missions which fall to his lot.

Armored Training

(*Continued from page* 116)

search Laboratory have resulted in important contributions and changes in tank design, clothing of armored troops, and equipment.

Officers and men newly returned from overseas are filtered steadily into the faculty of the Armored School, keeping students in constant touch with developments in the field.

Of utmost importance are our present and future plans for emphasizing combined training between tanks and infantry, to facilitate teamwork and extend the knowledge of tank and infantry commanders. Every infantry commander with whom I talked overseas—and I ran across many of them, in odd places, under fire and behind the lines—expressed a desire for the attachment of one or more tank battalions to his outfit.

Combat experience has demonstrated that the principles established several years ago, which require the closest possible cooperation between foot troops and supporting tank units, were sound. From the time the Armored Force was first established, the need for combined training was recognized.

To operate successfully together, the infantry and the tank commanders must understand each other's characteristics, capabilities and operational methods. Tanks and infantry are complementary; tanks lead an attack on ground suitable for tank operations, when enemy antitank defenses are weak. The tank attack is closely supported by air forces and the fire of all infantry and field artillery weapons. The foot troops follow closely to seize and hold the ground gained.

Should terrain be unsuitable or antitank defenses strong, infantry may lead the attack supported by artillery and the fire of the tanks.

For years, the War Department has activated both armored divisions and separate tank battalions. There is a definite reason for the development of both and the soundness of our reasoning has been amply demonstrated in North Africa, Sicily, Italy and the Southwest Pacific. In my opinion, neither will be used to the exclusion of the other. The armored division is designed as a powerful self-contained striking force, capable of independent action, and is primarily a weapon of opportunity. Separate tank battalions are designed for attachment to, or support of, an infantry division, a task force, or other element, to increase its striking power.

The tank has passed through various phases of development. It now is clearly recognized as a weapon essential to the success of any major operation. I believe that tanks will be employed in increasing numbers in this vital offensive phase of the war.

The Armored Command is keeping abreast of combat requirements in training and equipment; that merely is doing one of our jobs. Of equal importance is the task of anticipating and solving problems which have not yet arisen. I am firmly convinced that the degree of success which we attain in accomplishing both missions will have a material bearing on the length of this war.

Coast & Geodetic Survey

(*Continued from page* 114)

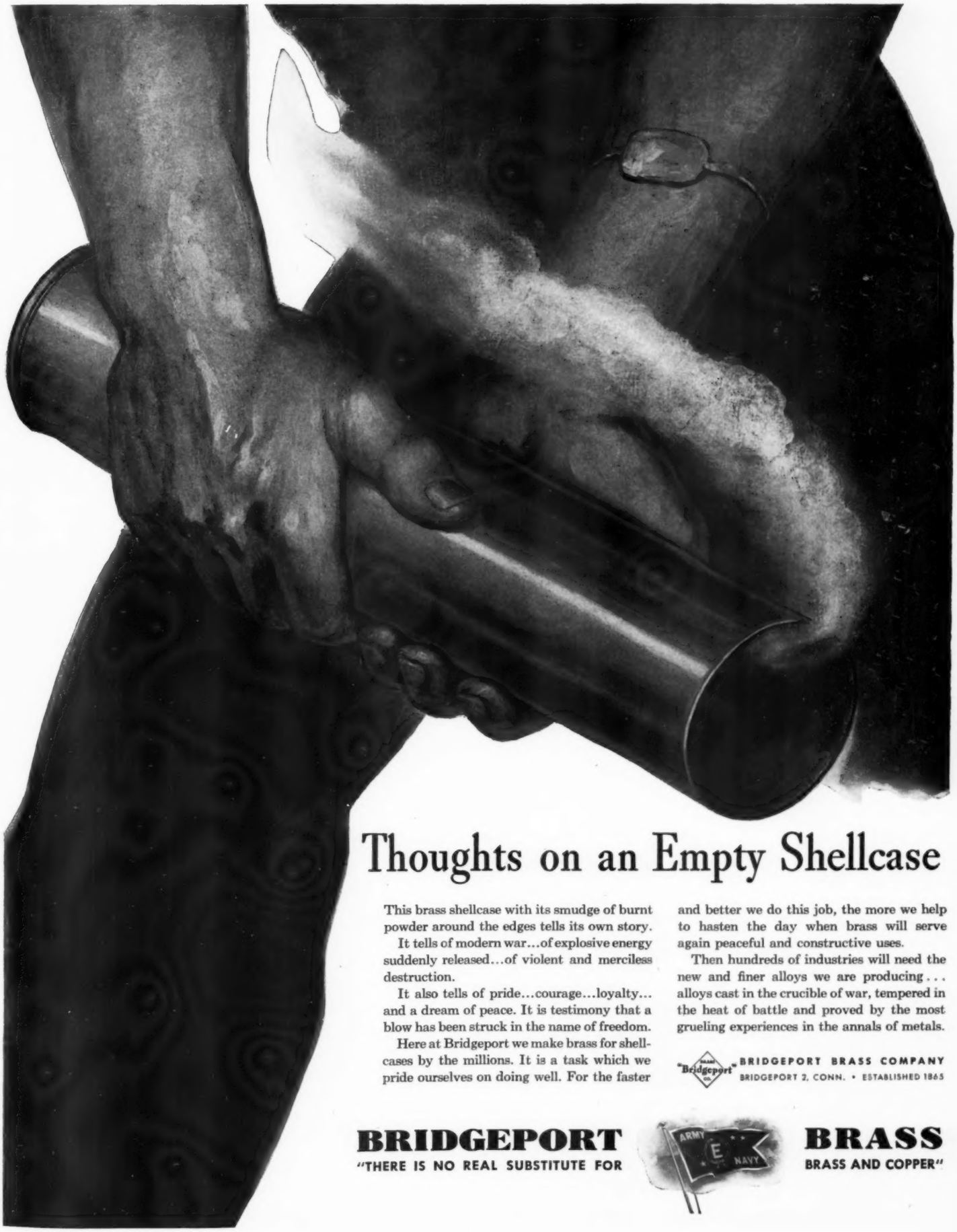
The Coast and Geodetic Survey is particularly proud of having furnished the Army and Navy the special predictions required for landing operations in the various combat areas.

In 1916, shortly before we entered World War I, the Congress, mindful of the value to the armed forces of the expertly-trained officers of the Coast and Geodetic Survey, enacted legislation which created a separate commissioned corps and provided for the transfer of such personnel and vessels as the President may direct to the Army and Navy during time of national emergency. The Secretaries of War, Navy, and Commerce were directed jointly to prescribe regulations governing the duties to be performed by the Coast and Geodetic Survey in time of war, and for the cooperation of that Service with the War and Navy Departments in time of peace in preparation for its duties in war.

A board was set up by the three Secretaries to make recommendations as to transfer of personnel and equipment to the armed forces. The efficient functioning of this board has resulted in the transfer to the Army, Navy, and Marine Corps of over one-third of the commissioned officers of the Service to fill billets where expert navigational and surveying training is required. The value of the services of these officers has been recognized by numerous commendations from Army and Navy area commanders. The Silver Star has been awarded for conspicuous gallantry in action. The Legion of Merit has been awarded for the successful accomplishment of vital missions in combat areas.

Six major vessels of the Coast and Geodetic Survey have been transferred for the duration of the war to the jurisdiction of the Navy. These ships were outfitted with complete surveying equipment and became immediately available for surveying assignments in areas of military operations, often forming the vanguard of our attacking forces.

The Coast and Geodetic Survey, conscious of its high privilege of assisting materially in the war effort, is proud of its record of accomplishments. The facilities of the organization will continue to be directed wholly to the support of our armed forces during the war emergency. This cooperation will be continued when victory permits the Service to resume its essential peacetime functions of surveying and charting our land and water areas for the advancement and protection of commerce and navigation on the sea and in the air.



Thoughts on an Empty Shellcase

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The Work of Combined Operations Command

(*Continued from page* 33)

specialized role in the assault phase of all these invasions and in the crucial battle of Salerno were called upon to hold positions protecting the beaches of the Fifth Army during eleven days' intensive fighting. Here they suffered heavy casualties but the part they played was considered essential to the battle.

Specialized signals and artillery personnel who had developed communication systems for linking ships, planes and ground forces and for the control of naval bombardment put their methods into practice in all these engagements. Planners who had planned amphibious assaults, sometimes over a period of years, were lent to the Allied staffs. Finally naval and military officers trained to work together in the organization of a vital beach area were placed at the service of Allied commanders. Thus fighting men of various kinds, who were amongst the first experimenters and exponents of the Allied technique of attack from the sea have had the satisfaction of participating in the great Mediterranean invasions, although none of these operations were planned or commanded by Admiral Mountbatten's staff.

All this shows that during the past year the work of Combined Operations Command in Britain has been primarily that of a triphibian warfare laboratory for Allied forces in which experimental work, the development of tactical methods and specialized material and the training of troops for future operations and armed reconnaissance of the north and west coasts of Europe proceeded continuously day and night.

"Give me the information and we will give you the victories," a famous general once remarked. The commander of the force is only able to direct the battle if his communications system works quickly and efficiently. In an amphibious operation this becomes doubly true and trebly difficult. There are sea, air and land forces to be correlated. Moreover a force commander's headquarters must themselves be transferred from ship to shore during the course of battle—a very intricate process.

A signals system enabling the force commander to direct forces moving in three elements was evolved by this Command prior to the invasion of North Africa and used in that and subsequent invasions. It required the equipping of a ship especially for this purpose and the coordination of the signals systems employed by the three services.

Signals personnel were especially trained, both for the manning of headquarters ships and to link headquarters with fighting units. Signalizers have been trained to go everywhere a commando can go, carrying specially designed apparatus.

Other signallers who are naval personnel have been trained for the special task of communicating between the beach and incoming ships and craft. Accuracy is particularly important if reinforcements and supplies are to arrive behind the assault units they are intended to support. Chaos can easily be caused by inaccuracy.

The naval bombardment of military targets required at first air observation and later a link between artillery officers ashore and naval gunnery officers afloat. In numerous exercises carried out at Combined training centers, the following system was evolved for providing the latter link.

Artillery officers termed forward observation officers or FOO's are landed from landing craft with the first or second wave of the assault, accompanied by signals detachments. Other artillery officers termed bombardment liaison officers or BLO's sail in cruisers or destroyers who will carry out the bombardments. The FOO's select targets and signal their map reference to BLO's, who communicates them to naval gunnery officers. Corrections in aiming and alterations of target are similarly effected.

The formation of the Commandos was originally intended for raiding purposes. The experience they gained in raids and the methods adopted in training have turned them into troops of great value in large-scale invasions. Their role varies according to the circumstances, but its character is judged by a brief recital of some of their more notable actions. At Algiers they scaled high rocks to capture a battery defending the harbor. In the Tunisian campaign they were landed far behind the enemy lines and fought their way back to our lines. In Sicily they captured coast defense batteries and in ensuring the campaign made a thrust in advance of the main armies to hold a vital bridge till the main force came up. Near the conclusion of the campaign they were landed in behind the enemy on Messina Peninsula to cut off their retreat. At Salerno they captured a large coastal defense battery north of the city and held the defile of Lamolina on the road to Naples for four days. They were then withdrawn and later thrown in to capture two hills holding up our advance south of Salerno, continuing in action for five days' intensive fighting. On the Adriatic coast other Commando troops made a successful surprise landing at Termoli and captured a considerable German unit almost intact.

The role of the Commandos has therefore been to carry out particularly difficult amphibious assaults, to hold important forward positions beyond or beside a bridgehead and make landings behind enemy lines. The purpose of this last-named role was thus described by General Montgomery: "You should lay on Commando raids in advance of your main forces just as you lay on bomber raids."

The first American Ranger battalion to arrive in Britain in 1942 was trained at a Commando depot in Scotland where the best spirit of comradeship grew up between these volunteer forces. This spirit was strengthened in cross-channel operations in Tunisia where one detachment of Rangers served in the British Commandos and still further flourished in Mediterranean battles, where each performed independent but similar tasks. Everywhere that Rangers and Commandos meet there is complete understanding.

British and American troops sailing from Britain for the invasion of Northwest Africa underwent part of their training at Combined training centers. It was a source of pride to the British crews that in British craft they carried many American troops engaging in the first action. Certain British and Canadian formations subsequently drafted to the Mediterranean theater for the invasions of Sicily and Italy also received basic training for amphibious operations at these establishments. These CTC's have never ceased work for a day and thousands of soldiers and sailors pass through them each month. Nevertheless their training is thorough and realistic. The training staffs are continually kept up to date by officers returned from operations whose tactical experience is immediately transmitted, usually by visiting each CTC for conferences and lectures.

Under the new Chief of Combined Operations, Major General R. E. Laycock, D.S.O., the work of Admiral Mountbatten and his predecessors will be continued with utmost vigor and Laycock has himself first-hand knowledge of the problems of amphibious warfare, having led several raids personall and having played a prominent part in the invasion of Sicily and the Battle of Salerno. The training of Commandos and their joint training with Rangers has been carried out under his direct responsibility.

Now that all major operations tend to be combined operations in the sense that all arms of our fighting forces participate in them jointly, the services themselves will increasingly take over operational control. The command bearing the name of Combined Operations will continue to carry out allotted tasks.

All in this Command are deeply grateful to their comrades-in-arms in all parts of the world who are hastening the final success of Allied arms and wish them the very best of luck in all future operations.

Danish Resistance to Nazi Oppression

(*Continued from page* 55)

vance of the German armored divisions until they were ordered to abstain from further resistance. In the meantime, however, German forces, concealed in merchant ships supposed to bring coal to Copenhagen, had seized Copenhagen from within, and hundreds of German bombers swarmed over the capital. The few Danish fighters were destroyed at the airfields, when they tried to take off. The King and his cabinet were virtually prisoners of war, when the German minister to Denmark, Herr von Renthe-Fink, presented his ultimatum. It was to the effect that, unless further resistance was called off instantly, Copenhagen would be razed to the ground without mercy by the German bombers which kept circling over the defenseless capital in order to leave no doubt of the sincerity of the German threats.

The Government had no means to continue the fight. Nor had it any possibility of escaping and carrying on the fight abroad. The King and his Cabinet had no other choice than to capitulate. Under protest the Government submitted to German military occupation of Danish territory and decided to continue its functions in order to safeguard Danish interests as much as possible under the changed conditions.

The Government in Copenhagen, however, was no longer a free agent, but had to function under German control; and the German authorities often forced the Government to take measures which were contrary to the Danish sense of justice and to the constitution of Denmark. The Danish people was soon to realize that it had lost its liberty. Freedom of speech and most other fundamental human rights were abolished, and severe punishments were inflicted on everybody who tried to express opinions which did not suit the German masters.

At the same time Denmark was ruined economically just as were the other occupied countries. Only a minor part of the goods exported to Germany or requisitioned for the army of occupation was repaid by German supplies of coal and other necessary commodities. For the remainder, Denmark only obtained a worthless credit in the German Reichsbank, which, after three years, has increased to 600 million dollars.

Germany, however, wished to win over the Danish people to cooperation under "the new order," and for this purpose availed itself alternately of golden promises and blunt menaces. This explains why the Danish parliament and other democratic institutions were allowed to function, although under German control and—as the time passed—under steadily increasing German interference. But all the attempts to make the Danish people cooperate with Germany were doomed to failure from the beginning.

The love of justice and liberty is deeply rooted in the Danes, and they had always been thoroughly opposed to the Nazi ideology. Following the lead of their King, Christian the Tenth, who, throughout his twenty-eight years of reign had possessed the entire confidence of his people and around whom they now rallied in protest against the Nazi aggression, the Danes scorned all German advances. Since the autumn of 1942 an ever increasing sabotage and slow-down movement has greatly hampered the supply of goods to Germany from German controlled Danish factories.

During the spring and summer of 1943 sabotage increased to proportions which caused alarm to the German authorities. There was hardly a day without the blowing up of railroads, trains, freight yards and factories. The German authorities, dissatisfied with the passivity of the Danish police and judicial authorities, demanded that the Danish authorities take energetic measures and threatened to take the prosecution of sabotage into their own hands. These threats resulted in protest strikes and disturbances in many Danish cities. When the Germans replied by imposing curfew, the answer was a general walkout, as for instance in Esbjerg, where all public and private offices and workshops remained closed until the Germans, realizing their defeat, lifted the curfew.

This is the background of the German ultimatum of August 28, 1943, mentioned in the beginning of this article which the Danish Government found it impossible for Denmark to accept.

Since then King Christian has been prevented from exercising his functions and a reign of terror has been brought to bear on the inhabitants of Denmark in order to teach them what it costs to impede the German war effort. But the fight is going on and will be continued until Denmark has been liberated of the invaders.

Outside Denmark the Danes in the Free World likewise carry on their fight in the ranks of the United Nations, as they have done ever since April 9th, 1940.

The King is virtually a prisoner in his own country and there is no Danish Government in exile, but the various Danish diplomatic and consular representatives in allied and neutral countries carry on their functions, taking care of Danish interests in the respective countries at their own discretion, in virtue of their mandates as legitimate representatives of the Kingdom of Denmark.

The Danes in Allied and other countries outside Axis control have endeavored in word and deed to show the true feelings of the Danish people and do their share in the common fight against Nazism, in accordance with the declaration which the Danish Minister in Washington on December 2, 1942 filed with the American Department of State in response to the invitation extended to him to sign the declaration of United Nations. The greatest contributions are by the Danish seamen manning the merchant ships of the United Nations. Before the war, Denmark disposed of a considerable fleet of large, modern cargo ships, to a great extent diesel-engined. When Denmark was invaded, the greater part of her Merchant Marine was in Allied or neutral ports, and most of these ships have been taken over by Great Britain and the United States; nearly all the officers and men remained on board, fighting for the liberation of Denmark under the British or the American flag. There are between 3,000 and 4,000 Danish sailors with Newcastle as their home port and nearly 2,000 sailing from New York. About 1,200 have lost their lives while fulfilling their duty to the common cause.

The absence of a government in exile explains that Denmark has no army or navy of her own established in the Free World to take part in the fight against the Axis powers. But Danes are serving in all the armed forces of the United Nations. More than 2,000 Danish citizens are enrolled in the American Army and Navy: the British regiment "The Buffs," of which King Christian is honorary colonel, has established a special Danish unit; there is also a small Danish unit in the British Navy and there are many Danes serving in the RAF and the Norwegian Airforce.

Last but not least the Danish colony of Greenland must be mentioned when speaking of Denmark's contribution to the war effort. The white mineral cryolite is indispensable to the production of aluminum and Greenland is the only place in the world where natural cryolite has been found. The cryolite mines in Ivigtut with their staff of Danish engineers and miners have during the war largely increased the output, all of which is shipped to the United States and Canada.

On April 9th, 1941 the Danish Minister in Washington, acting on behalf of the King of Denmark, signed an agreement with the Government of the United States granting the latter the right to establish military bases in Greenland. The agreement will remain in force until the present dangers to the peace and security of the American continent have passed. Greenland was thus placed at the disposal of the United States in the defense of the Western Hemisphere. Close cooperation exists between the local Danish and the American military authorities in Greenland, and Danes abroad and Danes at home in their occupied land are happy to know that Greenland has taken its place in the battle of the Atlantic.

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Allied Air Forces in China

(*Continued from page* 39)

carried on magnificently the fighting tradition of the American Volunteer Group but has enhanced the spirit of close cooperation with the Chinese Air Force to achieve such brilliant feats as the highly successful combined operations of the two forces in the recent Western Hupeh campaign.

Briefly the account of this campaign can be given as follows:

At the end of May this year, the Japanese began their westward push in Western Hupeh, marshalling a force of 100,000 and several hundred planes. It was evident even at the early stages of the enemy's operation that the Japanese plan was to reduce all Chinese fortifications in Western Hupeh and clear the way to Chungking. Detecting the enemy's ambitious aim, the Chinese High Command mapped out comprehensive plans to cope with the situation. In the air the Chinese Air Force struck first at the enemy's supply bases and river crossings on the south bank of Yangtze in Western Hupeh. Subsequent raids were made by Chinese and American planes in the Tungting Lake and Yangtze River areas in Central China. Enemy positions, troop concentrations, supply lines and communication centers were subjected to bombing and strafing attacks, causing extensive damage and heavy losses to the enemy. In some of the most devastating raids in the last days of May, the heavy bombers of the U. S. 14th Air Force escorted by pursuit planes of the Chinese Air Force displayed feats of close cooperation and achieved telling results. The combined operations were extended to regions around the Japanese-held Hankow, where important military objectives were attacked and heavy damages inflicted on the enemy. By the first part of June, it was evident that the Chinese ground forces, aided for the first time with an air-umbrella, had successfully stemmed what looked like a Japanese drive for Chungking. By the beginning of July the Japanese had retired to their original position, obviously giving up for the time being, at least, their plan to capture Enshih, the capital of Hupeh and the front door of Chungking.

Significant throughout the entire Chinese counter-offensive in this region was the brilliant teamwork of the U. S. 14th Air Force and the Chinese Air Force in giving air support to the Chinese land forces. The air supremacy achieved by the Allied planes was one of the main factors which accounted for the series of quick and effective blows dealt the enemy by the land armies of China. The victory thus won proves beyond any question that, given air support, the Chinese armies could display fully their striking power. It also lends support to the belief held by many observers that the reason for China's past reverses could be traced principally to the lack of planes. It can be noted further from this campaign that in the face of strong opposition the Japanese Air Force was unable to maintain the air control which it had enjoyed in China for years for no better reason than the absence of opposition. The Japanese land forces, on the other hand, had become so accustomed to operating under aerial cover that once the air support was lifted, they proved themselves incapable of holding their own against the persistent and dogged fighting of the Chinese Army.

Another significant fact in the fight for air supremacy in Western Hupeh was the outstanding achievements of Chinese pilots trained in the United States under the Lend Lease arrangement. Many distinguished themselves for their skill and valor and thereby won decorations and citations from the Chinese Government.

Today, in the Pacific, as in Europe, the initiative is passing into the hands of the Allies. Parallel to the Allied victories in Russia, North Africa and Italy, there have been in the Pacific the victories in New Guinea, the occupation of the Solomons, the recapture of Attu and Kiska and the establishment of allied air supremacy in the skies of Rabaul and China. As we are entering the critical stage of the war we can review with a deep sense of satisfaction the splendid record of collaboration between the U. S. Army Air Forces and the Chinese Air Force and regard the signal successes they have together made to date in training, transportation and combat, as but an indication of even greater achievements to come. In full realization of the vital role of air power, it can be confidently said that the combined efforts of the U. S. Army Air Force and Chinese Air Force have already laid the foundation for final victory and their continued cooperation spells the certain doom of the enemy.

Hawaii

(*Continued from page* 48)

mum of complaint by a civilian population which realizes it is living in the war zone.

Of inestimable assistance to the Military Government was a blueprint which a foresighted civilian community had been perfecting painstakingly since the middle of 1940, a year and a half before the "blitz." The plan, drawn up with the professional aid of the Army and Navy, had provided for many of the varied and seemingly endless contingencies of war.

Before the terrible day and night were over, the diverse but cooperating organizations which executed the numerous measures to aid and protect civilians in the islands had become the nucleus of Hawaii's first office of Civilian Defense.

Outstanding among the civilian components which had prepared themselves and their communities for a disaster, were the volunteer police, chosen from outstanding young men of the community, the medical and hospital evacuation committee and the Honolulu Mayor Major Disaster Council, whose origins dated back a year and a half. Innumerable committees of the disaster council worked feverishly and effectively during that dangerous and trying time; including groups of engineering, burial, transportations, communications; light, power and fuel; personnel, public information, water supply, streets and highways and mortuaries.

Since the Territorial OCD has absorbed many of the original personnel, volunteer and full-time, who first made up those pre-war committees which were to function so admirably when the enemy struck. Today, the OCD's many functions are so necessary and so familiar that the territory looks upon this island-wide organization as an indispensable agency, whose main purpose of "relieving the military for combat duty and providing protection for civilians by civilians" is an unquestioned necessity. On all the islands the OCD now has some 27,000 volunteer workers.

Among OCD activities and achievements are these: the first complete registration and fingerprinting of an entire civilian community in the United States, involving several hundred thousand people; construction of many splinter shelters; bombproofing of utilities; construction, manning and operation of special hospitals and evacuation centers; cooperation, financially and in other ways with existing hospitals; supervision of civilian nursing activities; erection and operation of gas decontamination centers; supply and coordination of the distribution of army gas masks, assumption, with the relaxation of martial law of many civilian transportation, supply and food activities, formerly operated by the OMG; aid in the Americanization program, etc. The public schools' contributions to this whole program, in the use of volunteer teacher and administrative personnel and in many training aids, as well as the financial and personnel contributions made by business groups, church, professional, Red Cross and other organizations and individuals, have helped make the enormous program a success.

Another form of volunteer endeavor which is noteworthy for its success and the wholehearted and patriotic attitude of its participants is the organized Defense Volunteers, of whom there are thousands on each island. These groups, with army uniforms and equipment but with their own insignia and rank, stand ready at a moment's notice to be absorbed into the Hawaiian Department in the event of invasion or other war emergency.

It is the co-operation, thought and plain hard work, freely given by both civilians and military personnel, that make Hawaii the great fortress it is today. It is proud to be so located that it is an integral part of our mainland defense, and it is alert and ready to fulfill any obligations that its strategic position may bring it.

War in the Mediterranean

(*Continued from page* 45)

Northern Coast and the Eighth Army's attack along the East Coast forced the enemy to withdraw steadily from the island. The conquest of Sicily was completed in the short space of 39 days. In the invasion of Italy and the battle which at the time of writing is still in progress the Fifth Army, commanded by Lt. Gen. Mark W. Clark, forms part of the forces that are carrying the Mediterranean offensive into Europe. In this army, American and British forces have from the first fought side by side. The fight for the Salerno bridgehead and the engagements which followed in the advance across the Volturno River will form another glorious chapter in the military history of the two nations.

The battle goes on. The country is difficult and the enemy stubborn, but there is no doubt as to the victory of the Allied armies. Looking back over the events of the past year I am certain of two things; we have struck a heavy blow at an implacable and ruthless enemy and in doing so together have set a pattern for that thorough and understanding cooperation between Britons and Americans which will be so vital in the reconstruction and government of the postwar world.

Australia Wages War

(*Continued from page* 44)

southern-most point of the Australian mainland to Tokyo.

Docks, aerodromes, munition plants, gun emplacements, shipping berths, hospitals, camps, factories, dehydration plants, flax mills, oil installations, and wireless stations are other works completed or being carried out for both the Australian and United States Armed Forces.

At June 30, 1943, the Council had a programme of authorized works totalling £85,577,000.

FINANCE

Australia's budget for the current financial year provides for the expenditure of £715,000,000, or 58 percent of the national income. Of this amount, £570,000,000 is for war.

At the September (1943) rate of expenditure, Australia will have spent as much on this war in the next five months as during the entire four years and three months of the last war.

To the end of September, the war had cost £1,247,000,000—an average of £175 per head of population.

Direct taxation in Australia is possibly higher than, but certainly as high as, the taxation imposed by any other of the United Nations. Since the outbreak of war, income tax on individuals has been quadrupled and is now at saturation point. The programme of voluntary loans has already raised £431,000,000 and the Fourth Liberty Loan campaign, now in progress, calls for the subscription within the next few weeks of an additional £125,000,000, or more than one-tenth of the national income.

Postscript to this bare outline of the Australian war effort is the nation's reciprocal aid contribution to the United States Forces in Australia and Australian territories.

The cost of reciprocal aid this year is expected to be close on £100,000,000, or approximately one-sixth of total war expenditure. The aid embraces food, equipment, ammunition, stores transport, strategic works and general services, all of which are being provided to the limit of Australia's physical resources.

Rally and Riposte

(*Continued from page* 33)

man divisions and diverted to Italy and the Balkans between 35 and 40 more. Allied troops have been collected in Great Britain to contain, pending our attack, further huge enemy forces, probably about 600,000 men, from Narvik to Biarritz, without counting German Air Force, Navy or Anti-Aircraft of Air Raid Precaution defenses.

There is a natural tendency in this country and America to ask why, after over four years of war, there have been no land battles on the Russian scale outside Russia. We could perhaps have done in 1943 what we did in 1915-17, namely throw at the Germans substantial but not decisive forces or use enough force to throw them on the defensive and accumulate the rest for one tremendous decisive blow. The overwhelming factor in the choice of the latter course was shipping, but even if we had had ample shipping throughout 1943, the policy of limiting the first blow and piling up resources for the last can be argued to be the shortest road to victory. There is one further lesson to be learned from the events of 1943. Victory on battlefield is not a question of number so much as quality in training, equipment and leadership. In all the battles of 1943, the Allies have had only a few thousand more casualties than on the first day of the Battle of the Somme in 1916. It is true that nothing like the same number of men have been employed on any one day but many more men have been under fire for one day. The result is that the Allies have today a very substantial nucleus of men and weapons tested in actual battle. These men are strong in the knowledge that the proud German Army is neither invincible nor invulnerable and no longer equipped with more or with better weapons than they themselves possess. Among all the casualties of 1943 the greatest is the legend of superior German military skill. That legend is now "missing, believed killed." It will be remembered that Bismark said contemptuously of the gallant armies in the American Civil War that he had nothing to learn from armed mobs. Their great-grandsons are teaching his great-grandsons something. During 1943 the Germans have been taught by the Americans and the British an improvement on the tactics of 1918; at Alamein, an improvement on the Blitz tactics of 1939-40; in Tunisia, how to use artillery in mass and how to use air power.

When Sieyes was asked what he had done during the French Revolutionary terror, he replied briefly, "I kept alive." Keeping alive is something of much greater achievement than it sounds. It was not so easy to keep armies alive during the dark years when the German military machine was sweeping over Europe and into Africa. 1943 has shown that the Allied Armies were not only kept alive but are now kicking.

The Inspector General

(*Continued from page* 90)

Procurement and Construction Inspections Division kept the War Department constantly informed as to the progress and adequacy of Army construction. These inspections disclosed the least efficient as well as the outstandingly effective and economical methods in use. Action following the evaluation and reporting of these findings resulted in the elimination of the former and wider use of the latter to a degree entailing large savings.

Here again, the discovery of methods and processes of special merit and economy in one facility were given more general application, sometimes through direct communication in the course of inspections, but generally by action of the procurement agency concerned following the customary reports and recommendations. In both the procurement and construction fields, this division has laid considerable emphasis on the study of fixed fees allowed under cost-plus-fixed-fee contracts and has been instrumental for a scaling down of such fees by substantial amounts effected through the office of the Under Secretary of War and Army Service Forces agencies concerned.

Perfection is attained by the rejection of all things contributing to weakness and the retention and cultivation of all things which promote soundness and vigor. Such is the high purpose of this department. Its contribution to the forthcoming victory can be measured by the extent of its success in that purpose. To that end no effort has been nor will be spared.

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Cunningham's Signal

(*Continued from page 32*)

As a result, for the first time since Nelson bequeathed the command of the narrow seas to Britain, the possibility of losing control there, threatened to become a reality. Italy, prematurely perhaps, was claiming the Mediterranean as "mare nostrum" and for a time it looked as if the boast might come true.

The Axis had available six battleships, two of them modern and powerful units of the new Littorio class and four of the recently reconstructed Cavour and Duilio classes. Cruiaers in commission numbered nineteen. She had large numbers of destroyers, submarines and other craft.

To that array Great Britain was able to oppose only four battleships, seven cruisers, one aircraft carrier and an assortment of small craft. Just one floating airfield against a chain of land airfields, either actively hostile, or passively unfriendly, and stretched from Gibraltar to the borders of Egypt.

The position was not far short of desperate for the Mediterranean Command, which had three tasks of paramount importance:

First, to reduce the enemy's battle fleet.

Second, to support the Allied forces in the Middle East.

Third, to weaken the enemy in North Africa by attacking his supply lines.

No small undertaking was this in view of the numerically inferior forces available.

Here it may be pondered: what might have happened if the Royal Navy had not been successful in maintaining control of the narrow seas?

The immediate answers are that Malta, the key to sea and air power in the Central Mediterranean would certainly have fallen; Suez and Alexandria might have fallen and Axis armies could have opened the backdoor to Soviet Russia, indeed in their advance from the West might even have reached the Indian Ocean, there to link forces with legions of the Rising Sun.

That was the measure of the Royal Navy's responsibility in the summer of 1940.

Fortunate it was that in the Mediterranean the British Commander-in-Chief was Sir Andrew Cunningham, a man of extensive experience in battle areas. He had fought the last war in command of a destroyer in the Mediterranean, and had been Rear Admiral of destroyer Flotillas in the narrow seas and later second-in-command of the fleet there. A man of great recourse and spirit, imperturbable and audacious, who was later to explain his successful tactics by saying "because of our weakness our policy had to be one of aggressiveness and it paid handsome dividends."

Thus was the scene set when the crucial struggle for mastery in the Mediterranean opened.

First and foremost, Admiral Cunningham decided that some way must be found of reducing the Italian Fleet. With that aim he put to sea within a few hours of Italy's declaration of war. But in vain; superior forces of the enemy were gun shy.

Many times in the ensuing months did the British Fleet try to force a decisive action but whenever contact was made, the enemy retired as if tacitly accepting the mastery which the Royal Navy possessed only in offensive spirit.

There is no need to recount here the famous story of how ultimately the enemy battle fleet had to be sought in its own hideout of Taranto, of how on the night of 11/12 November, 1940, twenty-one homely Swordfish of the Fleet Air Arm, flying from H.M.S. Illustrious, put half that battle fleet out of action for the loss of two aircraft and the expenditure of eleven torpedoes and sundry bombs.

Thus, in one devastating blow, was the situation in the Mediterranean changed, if indeed it was not reversed. Victory vastly increased Cunningham's freedom of action. Once again the White Ensign controlled most of the Narrow Seas in fact as well as in offensive. This the Italians found to their cost in the historic night action off Cape Matapan on 28th March, 1941, when part of their force was surprised and further reduced by the loss of three 10,000-ton cruisers, the Pola, Zara and Fiume, and two 1500-ton destroyers. The total British loss was one aircraft of the Fleet Air Arm. The crew was rescued and no other casualties were suffered.

The Battle of Matapan had consequences far exceeding mere losses suffered by the enemy. It gave Admiral Cunningham freedom of movement without danger of interference from the Italian Fleet during the critical period of the landings in Greece.

Such a happy state of affairs did not last long. During the withdrawal from Greece the Royal Navy suffered a series of heavy blows by aircraft largely belonging to the Luftwaffe and operating from advantageous shore bases.

If that operation was costly for the British Fleet, it was in a measure a triumph. In five nights the Royal Navy evacuated 50,000 soldiers, a feat comparable to Dunkirk.

Some sad but heroic drama was reenacted at Crete, where the Navy's Royal marines exchanged sea for land and there wrote a memorable page in noble history—Crete where pilots of the Fleet Air Arm took turns with comrades in the Royal Air Force in flying such aircraft as remained serviceable under the unprecedented Blitzkreig by the Luftwaffe.

Once again in the ebb and flow of war the Royal Navy's position in the Mediterranean became precarious. Losses of ships such as the battleship Barham, the aircraft carrier Ark Royal, the cruisers Gloucester, York and Calcutta, combined with strategical commitments elsewhere, at one time reduced the effective strength of the British Battle Fleet in the Narrow Seas to only three cruisers.

These formed the only force between Gibraltar and the Red Sea mounting heavier armament than destroyers. Opposed to them were five or six Italian battleships, eight-inch gun cruisers and fresh destroyer Flotillas.

It was fortunate that the enemy did not know or, if he did have an inkling of the truth, that he failed to put it to an acid test of decisive action. Indications were that Mussolini had been bitten once too often and that he preferred to leave naval battle honors to the Luftwaffe.

Meanwhile for the Royal Navy there was always the paramount problem of the defense of Malta.

The gallant island hammered from air by day and night under assaults that numbered thousands and heroically defended by a handful of pilots of the Royal Air Force was reeling on the ropes. It was running short of supplies and even ammunition with which to carry on the fight. It was vital that the island, Britain's one hold on the Central Mediterranean, and placed strategically astride the narrow passage between North Africa and Sicily, should stand impregnable both as a base and, until the position reversed, it should become a springboard for the Allied attack on Southern Europe.

The Royal Navy did get supplies through—sometimes in the darkest days of the siege only a submarine load at a time. Supplies of petrol to keep Malta's defenders in air ammunition to fire back at attackers, milk and other provisions to help sustain her inhabitants, were all carried by under-sea route to Malta.

This trickle was enough to maintain the island temporarily but not enough to sustain it in vigor. The time came when, despite the worst the enemy could do, headquarter supplies had to be sent by surface. Both the Royal Navy and the Merchant Navy met the challenge. By virtue of sheer determination and hot gun barrels, the sister services fought supplies through.

The names of S. S. Ohio, Breconshire, Cornwall and many other ships which flew their battered red ensigns on the seaways to Malta are monuments to the courage of the Merchant service in relieving the Fortress.

The Royal Navy had its losses but the ledger entries were not all in red. During one of these perilous passages and in a brilliant action Admiral Vian's 15th Cruiser Squadron seriously damaged the Italian battleship Littorio and one of several cruisers which, in company with aircraft, launched a large scale attack on a Malta-bound convoy. As a damaged cruiser steamed off home she was finally despatched by the British submarine Urge.

The tide at long last was turning.

It became possible to reinforce the Mediterranean Fleet with ships such as the aircraft carriers Eagle, Formidable and USS Wasp, since unhappily lost. These floating air-fields did even more than give Malta-bound convoys protection from the air. As part of the convoys themselves, they ferried about 700 aircraft for use by Royal Air Force squadrons stationed on the island. Gradually Malta was again built up into the formidable fortress that her strategic position merits. Units of the Fleet Air Arm, shore-based on the island and working under Royal Air Force control, helped their comrades in the air to meet, check and throw back the combined assaults of the Luftwaffe and Aeronautica Regia. Then together and in happy cooperation, British airmen ranged far and wide from the relieved fortress, attacking the enemy's supply and shipping wherever it could be found. In about 30 months, Fleet Air Arm squadrons at Malta accounted for 400,000 tons of enemy shipping.

They also kept almost constant patrol, smelling out U-boats, and destroying many of them. Naval airmen battered even at enemy land targets many miles inland.

Thus did the Royal Navy with the aid of its American ally fight the Battle of the Mediterranean simultaneously on, in and above the three elements of sea, air and land.

Meanwhile the larger campaign from Gibraltar to Suez was developing into a battle of supplies for Africa. "A battle," said Admiral Cunningham, "To get ours in, and a battle to keep the enemy's out."

In this, British submarines took a heavy, steady toll. Alone they destroyed 400 enemy supply ships totalling nearly 1,500,000 tons. Of these 400 ships, about half were sunk while attempting to carry men, tanks, oil, guns, trucks and stores to the Axis armies in North Africa.

Young commanding officers of British submarines and equally young ships' companies who achieved these many successes in the dangerously transparent waters of the Mediterranean were irrepressible. When they could find no sea targets for torpedoes, they bobbed up from one end of the Mediterranean to the other like nautical Jacks-in-the-box and bombarded land targets, harbor installations, airfields and railways.

The commanding officer of the submarine Sickel, with memory of old scores to settle, reported with much satisfaction that he had "broken the bank at Monte Carlo" by hurling in a charge of high explosive; other submarines engaged roving U-boats in duels and destroyed several.

More than 40 submarines never returned from patrols.

During all this time and hundreds of miles away in the Atlantic and Indian Oceans, ships of the Royal Navy and Merchant Navy were helping fight the same battle of supplies. Imperial and Allied Forces in the Middle East had constantly to be supplied and reinforced.

The 1900-mile passage through the Narrow Seas past Malta to Alexandria was mostly too hazardous to be practicable. There remained the alternative route of the long haul past the approaches to the Bay of Biscay across the tracks of U-boats down the Atlantic round the Cape of Good Hope and up through the Red Sea. By this route, nearly 12,000 miles, ships of sister navies conveyed thousands of men and millions of tons comprising all the varied accoutrements of war to the armies of the Western Desert.

From the Mediterranean itself Cunningham amply fulfilled obligations to those armies. Heavy guns of the Fleet blasted enemy positions as a prelude to the attack by land forces, smaller craft sowed parting mines in harbors that could no longer be held; they transported tens of thousands of prisoners from the battle front to Alexandria.

Swordfish Albacore squadrons of the Fleet Air Arm, with the adaptability of seamen, exchanged sea for desert and cooperated with the Royal Air Force in pounding the enemy's troops and Panzer concentrations, bombing his gun posts and transports, harassing lines of communication and spotting for the guns of the Allied armies. During the Battle of the Mediterranean, the Fleet Air Arm shot 200 enemy aircraft out of the sky for losses of between a quarter and a fifth of that total, a percentage of victories comparable with the Battle of Britain.

During the North African campaign which moved backwards and forwards across the comparatively narrow strip bounded on one side by sea and the other by desert, detachments of British troops were cut off in Tobruk. There they withstood a land and air seige of 242 days.

It fell to Royal and Merchant navies to carry out the entire maintenance of the garrison during those eight months. Working under cover of night against time and in constant danger, the little ships of the two services transported 72 tanks, 92 guns and 34,000 tons of stores to the beleagured troops. They evacuated 7,000 wounded and a similar number of prisoners of war and "carried 34,000 fresh troops to replace 32,000 of the garrison.

In these gallant operations the Royal Navy lost 27 ships of varying types. The cost to the Merchant Navy was 7 ships.

The remainder of the Mediterranean campaign from the moment of the 8th Army's victorious assault on El Alamein, the welcome arrival of United States reinforcements and the combined Anglo-American landing in North Africa, to the capitulation of Italy is recent, well-remembered history.

All the way along, the Royal Navy was there cooperating with sister services and forces of the Allies.

Cunningham, speaking of those who helped win the Battle of the Mediterranean through three long, bloody years of war said, "they have constantly been in considerable inferiority, lacking ships and weapons and essentials of victory. If in such conditions our men could achieve so much, what will they do when they have real means."

The Royal Navy under the good providence of God, by the side of the Allies, and now that it has the real means, will soon give the enemy its answer.

Greece in the War

(*Continued from page 46*)

which is now in commission.

The Greek airforce, which was composed of 75 obsolete planes at the outbreak of the Greco-Italian War, was reorganized in the Middle East and now numbers one light bomber squadron and two fighter squadrons, one of which was formed early this year. The Greek air force has been actively engaged in convoys, antisubmarine patrols, fighter and bomber missions, wherever the Allied Command needed its services. Every day finds the Greek air force stronger and more efficient. The enthusiasm and the spirit of sacrifice the Greek airmen showed when they had to face overwhelming odds in the war against the Axis, has been repeated again and again in their deeds outside occupied Greece. It must have been an occasion of great joy for the enslaved peoples of Greece to again see Greek wings flying over their heads as the heralds of the coming liberation.

No less important is the contribution of the Greek merchant marine which, at the beginning of the war had brought to the democracies a total of close to 1,800,000 tons of shipping. The Greek merchant marine has been continually engaged in supplying war materials and food wherever needed. Tobruk during its siege by the Axis, and Singapore before its fall saw Greek ships coming in constantly with their precious cargoes. The loss of tonnage and human life has been extremely heavy in the Greek merchant marine. Thousands of Greek seamen perished with their ships in the service of the Allied cause.

But no sacrifice is too great for the Greek nation, when liberty and democracy are at stake. This has been the tradition of the Greeks throughout their long history.

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Illustration from Walt Disney Production "Victory Through Airpower"

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The European Theater

(*Continued from page* 35)

THE AIR FORCE

The U. S. Eighth Air Force came overseas and entered combat more than a year ago. Since that time it has grown to a mighty force which, with the RAF, has become undoubtedly the most potent air weapon in the World today.

On August 17, 1942, the Eighth Air Force attacked the Rouen railway yards in the first of its blows against Nazi targets. The moment was critical and auspicious: The time had come for advocates of precision daylight bombing to prove their theories.

Twelve Flying Fortresses, led by Brig. Gen. Ira C. Eaker of Eighth Bomber Command (now lieutenant general and Eighth Air Force Commander), took off for Rouen, and for three tense hours an important military question hung in the balances.

The twelve Fortresses returned safely with the important news that the target had been hit. The revolutionary American theory that vital targets could be struck in daylight against the bitterest opposition had been proven.

Heavy bombers, since that day, have harrassed the German war industries and the Luftwaffe, continually and with outstanding success. A great number of vital objectives have been destroyed or seriously damaged, including the great Schweinfurt ball and roller bearing factories; the Marienburg, Regensburg, Oschersleben and other fighter plane assembly plants; submarine yards; large aircraft storage warehouses; aircraft repair depots and plants turning out the rolling stock of war.

In mid-August of this year, heavy bombers struck at Regensburg, and continued on to African bases, later attacking the Bordeaux aircraft assembly plant on the return trip.

The heavy bombers, Fortresses and Liberators, have dropped 28,081 tons of bombs and the medium bombers, Marauders, 4,722 tons. Great victories in the air have been won, also: Heavies have destroyed 3,106 enemy fighters while losing 746; the Marauders, 21 against the loss of 13, and supporting Thunderbolts 241 against a loss of 67.

SERVICES OF SUPPLY

SOS ETO has set up what might be termed a forward, combat echelon of American industry, into which flow men and equipment, food and clothing, munitions and all the other innumerable necessities for modern warfare.

Trained for combat, the Services of Supply soldiers work by day and by night in shops, railroad yards, salvage depots, hospitals and ports of entry. They construct airdromes, repair equipment, chart supply routes and move supplies over those routes.

The health of these men is exceptional. Statistics show that the average entry into the hospitals established for Americans by the SOS throughout the European Theater of Operations is less than 1.4 men a week out of every one hundred. This includes battle and accident casualties. Also, the Medical Corps, during the past year, has restored to physical fitness hundreds of battle casualties brought from North Africa to the U. S. Army hospitals in the United Kingdom. The equipment of these hospitals is sanitary and modern in every respect. The doctors, physicians and nurses are of high professional attainments.

In this connection, the Quartermaster Corps has developed a ration to insure a diet of high nutritional value. As a matter of fact, from American soldiers in the United Kingdom come few complaints about their mess. The ration is considered better than in American camps.

Also in the Service of Supply, the Transportation Corps, working in close cooperation with the British, has established a system of movement control whereby American troops and supplies may be transported by rail and by road with a minimum of disruption of British civilian and military traffic. In this work it has been aided by the Ordnance branch, which controls motor maintenance as well as weapons, and by the Signal Corps, which has set up a vast network of telephone, telegraph and radio communications.

Service of Supply installations and all American troops are dispersed with scientific military strategy throughout Great Britain. The late Lt. Gen. Frank M. Andrews, former Commanding General of the European Theater of Operations, whose untimely death in an air crash last May cut short a distinguished Army career, established this policy of spreading out troops over a wide area. The policy has been continued. It has a dual purpose: First, it incorporates the principle of dispersal against air attack, and, secondly, it enables our soldiers to mingle with the British to form friendships.

Almost invariably, a mutual feeling of trust and good fellowship has grown up between the British and Americans wherever our troops are stationed. These bonds will hold through battle and will be helpful in molding the peace which will follow eventual victory.

The important factor in each of these Forces, Ground, Air and Supply, is the officer and enlisted soldier, individually and as a team—teams which have been trained to perform their missions in concert with other teams, building up into divisions, armies and groups of armies which, with our Allies, will carry out the missions assigned to them. They are here in the European Theater of Operations for one purpose—the destruction of the Axis powers and the liberation of occupied nations of Continental Europe: and there is no doubt that they will accomplish this intelligently, determinedly and with great courage.

The Army's Global Air Lines

(*Continued from page* 94)

safe to say that when they are revealed, they will constitute a new and thrilling chapter in the annals of American aviation.

Today every part of the globe under United Nations control has been made readily accessible to our great cargo-carrying transport planes. We strive constantly to smooth and strengthen our routes. As the war progresses and frees more lands from Axis domination, this network expands.

The list of passengers who have been flown in planes of the Air Transport Command reads in part like a Who's Who of United Nations great. President Roosevelt and Prime Minister Churchill are on that list. So are Mrs. Roosevelt and Madame Chiang Kai-shek. Wendell Willkie and General Henri Giraud have taken passage with the ATC. So, too, have much differing personalities as Archbishop Spellman of New York and the two sons of the Moslem King of Saudi-Arabia.

Yet all the names of ATC passengers are not well known except in their home towns, scattered the length and breadth of our land. I refer to the wounded soldiers, thousands of them, who have been evacuated from battle zones of the far Pacific, Africa, Sicily and the Italian mainland for hospital care. Some have been flown from India all the way to Walter Reed Hospital, here in Washington, for special treatment.

In peacetime, the commercial airlines aimed at safety, comfort and maintenance of schedules, in that order. We of the Air Transport Command aim at the same goal except for number 2, comfort. There is little room for comfort in wartime travel. Any of you who have flown a long journey in our ships might testify to this with perhaps too much enthusiasm.

Only in the transportation of wounded are concessions made to ease.

The men who fly the Liberator Expresses, the Commandos and the Skymasters are matched in skill and tireless energy by the ferrying crews of the Air Transport Command. It is their task to deliver Army planes rolling off our factory production lines to the points where they are needed. About half of the planes flown overseas for American Army use and a very large number of those for the armies of other of the United Nations are ferried by the ATC to the battle zones.

This is promoting a vast fund of experience in long distance flying over land and water, in the routing and servicing of planes and in all the allied activities required "to keep them flowing." What we are learning here will be invaluable to America's future in the air.

In this connection, let me say that the pilots of our civil airlines, under contract to the Air Transport Command, have contributed immeasurably to any successes that have come our way.

The workaday experience and training that contract carrier crews brought to the Command has been of great worth.

An ocean hop is no hurdle for the big multi-motored bombers. But it was not until April 30, 1943, that the War Department made known that fighter planes likewise were flying across the Atlantic under their own power to do battle with the Nazis. They were Lockheed Lightning P-38s and the first mass flight of these planes over a trans-oceanic route ran well into three figures. Just one was lost at sea. It was not long before regular P-38 ferrying operations had been set up across the South Atlantic to the Tunisian front.

The cooperation has been generous and we of the Army believe it has been mutually beneficial.

War and Ship Design

(*Continued from page* 91)

by simple expansion of our peace-time relationships—exchanging information on a point-for-point basis. Later, after Lend-Lease, the exchange was on an even greater scale and current war lessons of the utmost value became available to us. The Bureaus of Construction and Repair and Engineering—then being merged into the Bureau of Ships, for maximum coordination—sent officers to England to get information at first hand. One of the first officers to go made a thorough survey of the latest minesweeping methods — including measures against the magnetic mine. As a result we embarked on a greatly expanded minesweeper program, including several types ranging from small converted yachts to improved fleet-type sweepers. The new wood YMS type was placed in service before our entry into the war and has proved most useful. A larger and heavier type was designed for rough water service, but with less speed than the fleet type.

Two senior officers in the Design Division made a later trip to England and brought back full information on many types of British ships, including new designs. An outstanding result of this trip was an appreciation of the importance of anti-submarine warfare and the need for small, rapidly constructed escort vessels —design studies for which had been started even before the trip. These studies continued with renewed emphasis until a type was approved for the start of a production program, which is now proving to be a major factor in the Battle of the Atlantic.

Meanwhile the British Admiralty had established its Delegation in Washington, with further benefit to us as well as the British. In the fall of 1941, the British demands for landing craft and their suggestions for certain types led to our designs of the LST (landing ship, tank) and the LCT (landing craft, tank)—both of which were well started by December 7, 1941.

During the two-year period before Pearl Harbor, the design program was intensified and accelerated, not only to produce complete new designs, as described in the preceding paragraphs, but also to convert merchant-type ships for war uses and to modernize existing warships. The conversion program covered the range from relatively simple cargo ship alterations to the complex design and construction job of converting commercial ships to Escort Aircraft Carriers—a type which was visualized long before the war and which has fully proved its worth in the anti-submarine campaign in the Atlantic. The modernization of existing warships consisted largely in providing increased anti-aircraft armament, including the introduction of 20 mm and 40 mm guns, and improved fragment protection for exposed personnel.

Our entry into the war gave still further impetus to the ship design program, causing the development of more new types, and additional improvements in older types. The importance of anti-submarine craft and landing craft became more and more evident. Many small craft not originally designed for anti-submarine work were pressed into service and fitted with old and new types of anti-submarine weapons. A new type of landing craft—the LCI (landing craft, infantry) was first sketched in May 1942. The first ship was completed and given its beaching trials only five months later. Certain improved editions of existing types, which cannot be announced as yet, have been designed and laid down since Pearl Harbor.

During the pre-Pearl Harbor period, the British had furnished us with detailed reports of damage to their ships. Study of these case histories brought to light many protective features which were adopted in our ships; but the actual war experiences of our own ships at Pearl Harbor, and afterward, brought the need for further improvement sharply into focus. These war experiences concern not only the passive defense features, but also design alterations to improve offensive military efficiency.

The Pearl Harbor experiences gave bitter emphasis to a lesson long well-known—the extreme importance of watertight integrity and subdivision. It became clear that certain types of openings in watertight boundaries could no longer be permitted; they must be permanently blanked to avoid any possible chance of being open after damage.

Another outstanding lesson of Pearl Harbor—and later actions in the South Pacific—has been the need for improved fire-fighting facilities. The Navy's training program in this field has had wide publicity, but improvement in equipment has also been very great. Important advances have been made in eliminating combustible materials from ship's compartments, both in fixed installations and in consumable supplies. In November 1942—*South Dakota* and *San Francisco* each extinguished more than twenty small fires in a single battle, acting promptly and efficiently to prevent the fires from getting out of control.

The battle hazards of large quantities of gasoline were tragically brought to the fore by the loss of *Lexington*. Gasoline will always be hazardous, but the steps taken since June 1942 to improve gasoline stowage, have greatly reduced the hazards, and have provided more effective means for fighting gasoline fires, should they develop.

Effective structural systems for protection of the larger ships against torpedo attack have been developed by means of an underwater explosion testing program which was in progress from 1908 till 1924, and was resumed in 1934.

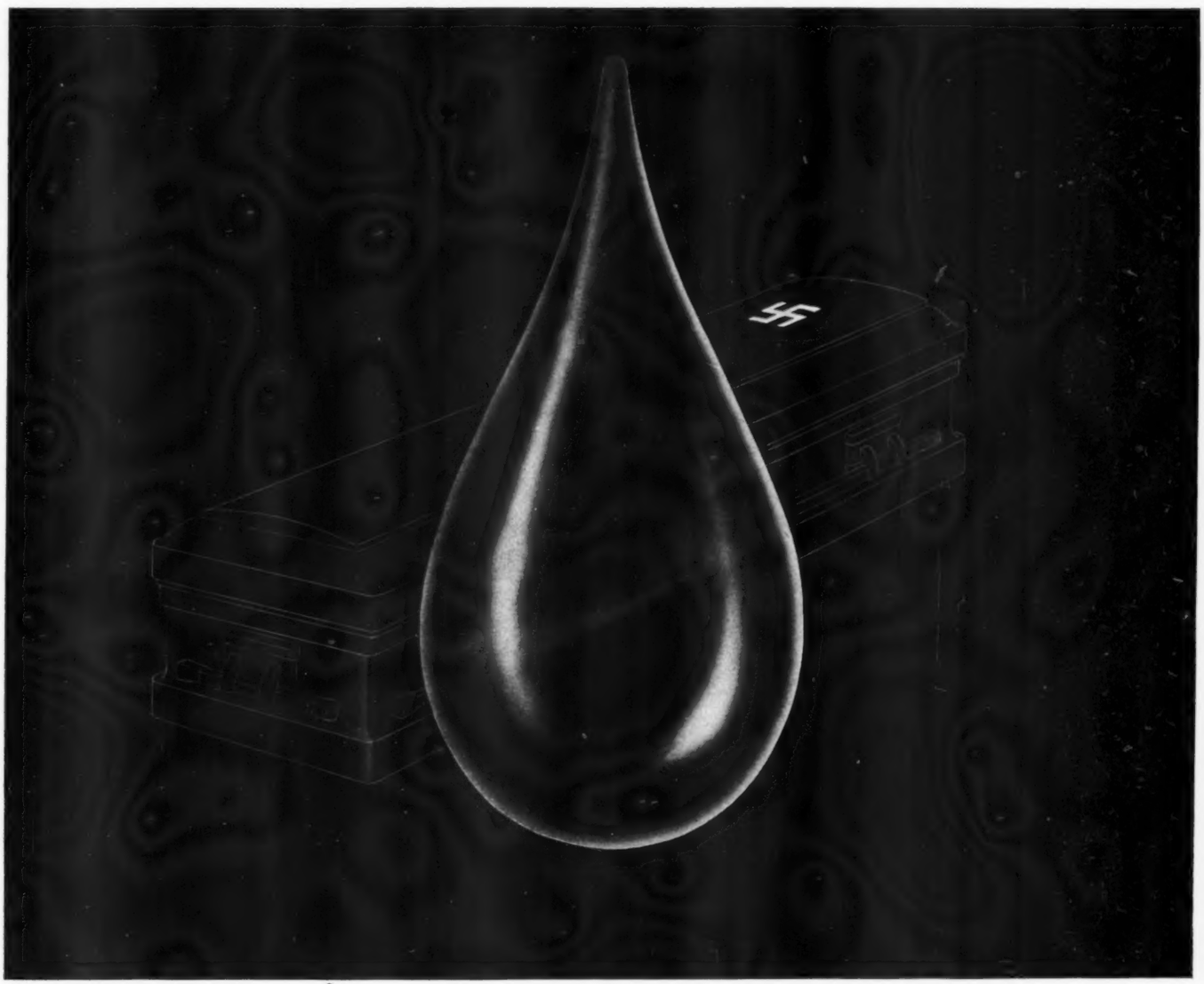
With respect to offensive features, the most outstanding developments have been in the provision of more and better weapons—some of new types—and in the improvement of systems for control of these weapons. Careful study has also been given to the arrangement of ship control stations to make them better suited for modern combat conditions.

Except for control systems, which are necessarily complicated by modern devices, the recent aim has been toward simplification—elimination of all non-essential items, simplification of structure, standardization of equipment, standardization of materials. Most of these things make better fighting ships; all of them reduce the man-hours required for construction.

Although the Bureau of Ships is responsible for the design of the ship as a whole, a new design is, of course, the product of the entire Navy Department and subject to the approval of the Secretary of the Navy.

Acknowledgment should also be made to the hundreds of agencies outside the Navy Department—the Navy Yards and Navy field offices, the private shipbuilders and design agencies, the private research organizations, the large manufacturers of machinery, the small subcontractors—all of whom have contributed significantly to the design of the thousands of component parts that go to make up a ship.

Improved types of warship are under study at present; detailed improvements are continuously under development. The process of revising current designs and devising new ones will continue. There is always room for further improvement in warship design, and, as far ahead as we can see, there is no limit to the possibilities for progress in that field.



LAST NAIL IN THE AXIS COFFIN

IF YOU want to know what catalytically cracked aviation fuel has meant to America's war effort, we suggest you read "Fightin' Oil", by Petroleum Administrator Harold L. Ickes. In this highly informative and to-the-point volume, he says:

"When I said that even 100-octane gasoline is beginning to be a little old-fashioned, I was probably thinking more particularly of the catalytic cracking plants that are now opening up in many parts of the country with startling regularity. They come close, in my opinion, to being the last nail in the coffin of the Axis. The new superfuel that they produce has quality factors which make it even better than the 100-octane of a year ago, and the use of it gives the American-made plane the advantage of greatly superior speed and maneuverability. Fueled with it, one of our bombers can carry a 25 per cent greater bomb load. In other words, on a long-range offensive to the Axis capitals, 1,000 American-made four-engine bombers with an aggregate bomb capacity of 8,000,000 pounds would be able to transport 2,000,000 more pounds of explosives on every visit than if fueled with yesterday's 100-octane gasoline. A two-engine bomber with a 4,000-pound bomb capacity can carry another 1,000 pounds. And that, as someone has observed, 'ain't feathers'."

When Mr. Ickes' book was published in June this year, 17 out of 20 catalytic cracking units in operation were Houdry units. They had produced more than 90% of *all* catalytically cracked aviation fuel for the United Nations. Now 22 out of 26 catalytic cracking units in operation are Houdry licensed!

HOUDRY CATALYTIC PROCESSES ... FOR VICTORY IN WAR ... FOR PROGRESS IN PEACE

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Houdry Catalytic Processes and the Thermofor Catalytic Cracking Process are available through the following licensing agents to all American refiners, subject to approval by the U. S. Government.

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Now building ocean-going tugs for War Department

TAMPA MARINE REPAIR COMPANY

Ship Repairing

Operating 3,500-Ton Marine Railway

Tampa, Florida

Holding Master Repair Contracts with Army - Navy War Shipping Administration

The Air War of 1943

(*Continued from page* 34)

prived of weapons in this manner, the ground forces of the United Nations will already be closing for the kill. Our strategy is the strategy of the bullfight, in which the strength of the bull is gradually weakened until finally the man with the sword gives a coup de grace.

That is the major strategy. It has important embellishments. Our Russian Ally on whom has fallen a very heavy strain in this period of attrition has had his tasks lightened considerable by destruction of the Ruhr and other industrial centres from the air. Not only have the German forces been robbed of supplies, but hundreds of fighters have had to be withdrawn from the vital Eastern Front to defend the West. Under one-fifth of the vastly increased German Fighter force is in Russia today. Some million men are tied down in the West for defense of German industrial machine and anti-air attack.

Almost equally important is the effect of repeated air attack on German industrial morale. German workers, staggered by losses in Russia, North Africa, Sicily and Italy, see their defenses powerless to stop attacks by the R.A.F. and Allied and Dominion Air Forces. They see also no alleviation and no hope. With each attack their plight becomes worse. Attack in increasing concentration of space and time overwhelms defense.

On the contrary the British munitions worker, having survived the ordeal of the 1940/41 winter, has seen Allied power to hit back grow progressively stronger and just as important, his defenses grow stronger with it until now the Luftwaffe flies over Britain only in small numbers with small success.

He has seen, too, this year regular use of first, the thousand-ton, later the two-thousand ton, raid. He saw literally the U.S.A.A.F. Fortresses go out on January 27th to make their first tremendous impact on Germans in daylight. He has his own visual evidence of the accession to the scale of bombing power Americans have provided. He has seen introduction of the pathfinder, the supremely skilled pilot, who marks targets for following aircraft to bomb. He has seen the destruction of the great Mohne and Eder Dams in attacks that for planning, courage and scientific execution will not easily be surpassed. He has seen the flattening of Hamburg by the R.A.F. and U.S.A.A.F. in the greatest round-the-clock bombing attack yet conducted.

It is the bomber in 1943 that wields a far more destructive power than any other weapon. Though casualties may seem heavy, no other weapon is so sparing of lives of its operatives, for the injury inflicted to the enemy. In a major attack 700 aircraft will carry crews numbering nearly five thousand and something like another eighty-five thousand ground personnel will be employed to service these aircraft. Thus every major attack is a battle involving on the Allies' side up to a hundred thousand highly trained men. This battle entails an average loss of only around five per cent of actual air crews. Yet with all this economy in life, every man in a bomber crew carries a half-ton of destructive power. In this light the rifle appears to be an inoffensive enough weapon. The inner implications of this can be seen clearly in the fact that for a loss of some hundred and sixty aircraft in a few months, the Americans have smashed five main German fighter assembly plants and certainly prevented the birth of over a thousand fighters. That in general terms is the picture of supremacy which Allied air power has achieved over Europe. Supremacy over the sea is as actual. Here the main battle has been with the U-boat and 1943, for the first time since start of the war has seen that opponent for the time being knocked from the ring. He may climb back but will be knocked out again. Aircraft has played a major part in winning the Battle of the Atlantic. In the same way complete integration of the R.A.F. and U.S.A.A.F. in the Mediterranean resulted in a ceaseless offensive that drove the enemy from Alamein to Tripoli and Sicily, and finally to the Italian mainland where he is still being crippled—from the long range bombing of his supply lines to tactical support in battle areas themselves.

In the Far East, in New Guinea and Australia, British and Dominion squadrons are flying with American Air Forces. In India a vast British and American Air Force is assembling and increasing daily. The R.A.F. in India alone is greater today than the whole of the R.A.F. before the war—proof not only of British expansion but of the importance attached to the war against the Japanese. Already much has been done toward the establishment of air superiority in Burma and China.

Meanwhile the vast air power brought to bear on the enemy in 1943 will mount and mount until the point has been reached when the war in the West will hasten to its end. Air power will hasten that end and hasten the day when the whole might of the United Nations will be turned to Japan. When that day comes we shall see the going down of the Rising Sun.

Provost Marshal General

(*Continued from page* 93)

Military Police supplemented the police forces in various communities and patrolled all through-trains. The conduct of military personnel everywhere definitely improved. Troops called upon to assist in the one major community disturbance of the year restored order quickly and efficiently. This experience attested the discipline of Military Police units.

An increasingly important function of The Provost Marshal General is that of training officers to perform Civil Affairs duties in occupied territories. On October 1, 1943, 1,127 officers had been trained under this program, 406 by the School of Military Government at Charlottesville, Virginia, 202 by Civil Affairs Training Schools located in six leading universities, and 519 (junior Civil Affairs officers) in a company officers' course at Fort Custer. As of October 1, 1943, 919 officers were enrolled in this program.

The Military Government company officers' course trains occupational police officers. The first four-weeks' course was begun in January, 1943, with an authorized monthly enrollment of 100, selected exclusively from the Corps of Military Police. As a result of a diminishing supply of available officers from within the Corps of Military Police, authorization has been obtained to train monthly an additional 100 officers from other branches of the service. Of these, 50 will be earmarked for junior Civil Affairs assignments. The length of the course has been increased to eight weeks for this group, in order to provide four weeks of Military Police training.

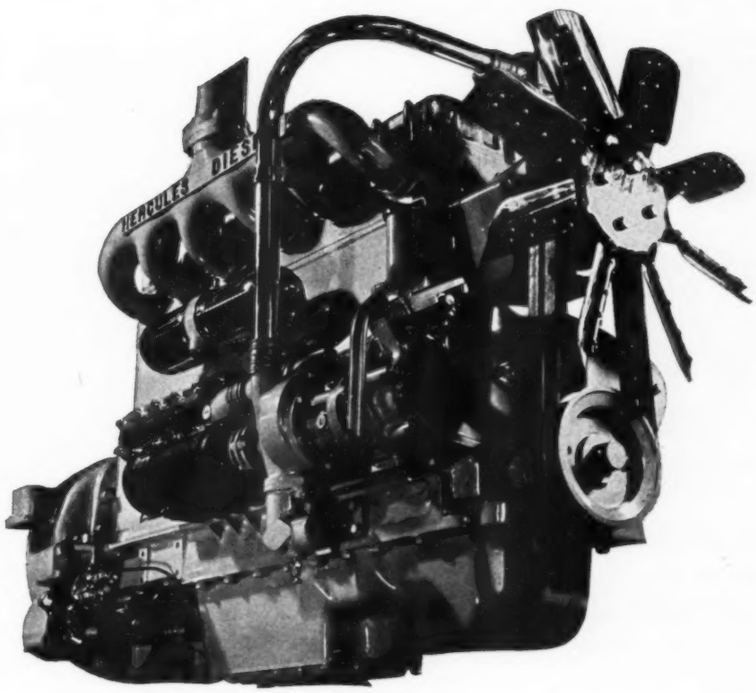
Civil Affairs officers are trained to take over, if necessary, the entire civil administration of localities occupied by our troops, to establish law and order, and to restore civil functions.

An important, though a less publicized, activity of The Provost Marshal General is the supervision of a number of interlocking programs designed to protect war industry. Collectively, these are known as the Internal Security Program. Fire prevention and protection, for example, are recognized as fundamental parts of plant protection. So also is accident prevention.

Other aspects of the Internal Security Program include measures for the control of visitors to war plants, the fingerprinting of employees engaged in war production, the organization of 190,000 plant guards as Auxiliary Military Police, and the coordination of the War Department Program with the activities of other public and private agencies which are concerned with the protection of production for the war.

Closely linked with Internal Security is the Personnel Security Program. Investigations are made to determine the loyalty of selected aliens and civilians. The investigations are conducted either by sergeants who are specially trained by The Provost Marshal General for this purpose or, in routine cases, by approved commercial investigative companies.

We Help Keep 'Em Flying



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WE TOO ARE MAD AT PEARL HARBOR!

. . . because of the treachery, deceit and aggression of dictators and the people who follow them

. . . because we believe in the American system of free enterprise and constitutional government—the strongest known guarantee of freedom for the common man and his pursuit of happiness.

Our War Service Record also includes:

★ **350 Howco men in the armed forces**

★ **Manufacture of vital airplane parts and other military equipment**

★ **Stabilizing of soil for military airport runways**

. . . and, as we have consistently done before under free enterprise, we are planning the creation of jobs, this time for returning service men.

Erle P. Halliburton

HALLIBURTON OIL WELL CEMENTING CO. — **ERLE P. HALLIBURTON, INC. LOS ANGELES**

Branches in All Oil Fields

The Tenth Air Force—India

(*Continued from page 69*)

against supply dumps, road and rail and water communications, roads and motor vehicles. This fighter unit developed the technique of utilizing 1,000-pound bombs on P-40s. The accurate delivery of these projectiles on railroad bridges in the area has been no less praiseworthy than other operations by the unit.

Heavy bomber operations from India began in November 1942, medium bomber operations one month later. On the morning of Thanksgiving 1942 a heavy formation delivered almost 15 tons of bombs on an oil refinery in Bangkok, Thailand. This flight involved a flight of over 2,700 miles, which still stands as a record distance flown by combat aircraft in any war theater. Subsequent attacks on targets in the Bangkok area were made from bases nearer than the one used in the initial raid.

By early Spring this year both authorized heavy and medium bomber units were at full strength in equipment and personnel. The task which they were given was carried on at increased tempo. This task, simply stated, was the destruction of the enemy's communications in Burma, water and rail. Rangoon is to all intents the sole port of entry for Burma. Since March, 1943, that port has been virtually denied to the enemy by activities of the Tenth Air Force. During the monsoon it is probable that the Japanese did manage to get a few ships in and out, but the total in tonnage would not exceed the tonnage of shipping confirmed sunk by Tenth Air Force bombs both in Rangoon and on its approaches. Our heavy bombers have continuously swept the seas on the approaches to Rangoon and the Malay peninsula. They have sunk and damaged enemy supply vessels and their escorts, in the Gulf of Martaban, in the Bay of Bengal, around the Andaman Islands and as far south as Car Nicobar in the Nicobar group of islands.

River shipping is an important part of Burmese communications. Our medium bombers have wreaked a high toll on these large river-boats, side-wheelers, stern-wheelers and barges, on the Irrawaddy and Chindwin rivers.

But it is against the railroad system of Burma that the most complete wrecking job has been done. Bridges, engine shops, roundhouses, locomotives, rolling stock, repair sheds, trackage, have been smashed so thoroughly that the enemy has of late despaired of trying to restore communications.

These effects are not achieved in any one raid or series of raids. Their effectiveness is cumulative, day in and day out bombing. It was thought by some that the monsoon would force a halt in these operations. So confident was the Jap that the unbroken period of storms generally prevailing in India and Burma from mid-May to the end of September would ground our bombers that he withdrew almost all of his fighters, if indeed he did not have greater need of them elsewhere. American combat crews licked this weather. Our best month of operations was May 1943 when our then modest Air Force delivered 1,100 tons of bombs on targets in Burma. We did not equal that record in the monsoon period in any single month but in July and August, period of greatest intensity of the monsoon we did better in each month than 60 per cent of that record.

All bombing operations have been carried out without fighter escort. Also, our bases, planned by the British in a period when it appeared possible the enemy might secure bridgeheads in Eastern India, are located 300 miles or more from the present enemy forward lines. This entails long operational flights. Rangoon from our heavy bases represents a 1,200 mile flight, approximately the same distance as from British bases to Berlin. And our bomber crews call Rangoon "the milk run," Jap AA, though improving, is only moderately effective. Fighter interception is spotty but invariably is pressed home with characteristic Jap determination. Our losses are light, the lightest of any war theater. Losses inflicted on the enemy by our bomber-gunners are in a ratio of four to one. This is largely due to the excellent protective armor and effective fire-power of our bombers, exclusively B-24s and B-25s.

Our bombing is entirely strategic. Except for our limited fighter activities tactical employment of the air arm from India has been left to the RAF.

We believe that Tenth Air Force combat effectiveness has prevented the Japanese from accumulating supplies sufficient to support a major offensive against either the Chinese in Yunnan or against India. The enemy has been kept off balance by a steady rain of blows. As a result he has been unable to substantially reinforce or replace personnel, or generally to make offensive dispositions.

Naval Aviation

(*Continued from page 27*)

provided for landing operations. The same formula was prepared for the retaking of Kiska, but the enemy forfeited. The signs and portents indicated the Jap was sick of his early outpost bargains.

In September, our carrier task forces hit again at Marcus and in the Gilberts to keep the Jap off balance, while long-range Army bombers were moving in over the Kuriles and ground and air forces were advancing up the New Guinea coast to Salamaua and Lae.

The Munda campaign, in which Naval Aviation played a decisive part, provided the Allies with an offensive base against Bougainville, the last enemy stronghold in the Solomons.

This campaign, lasting 37 days from 30 June to 7 August, witnessed employment of air power previously unequalled in Pacific fighting. It likewise provided fresh evidence of the complete coordination of all factors of the air weapon—medium, dive and glide bombing, strafing, protection of home bases, and fighter cover.

These tactics, resulting in the capture of Munda, also virtually eliminated Japanese air strength in the Solomons, although this condition may be expected to be only temporary. During the first two days of the campaign, American pilots destroyed 125 enemy planes, an initial blow from which the enemy failed to recover effectively. During the entire offensive, army, navy and marine fliers destroyed 358 airplanes of which 259 were fighters. Against this, American losses were 71 fighters and 22 bombers. Thirty-three of our fighter pilots were recovered.

The bombing phase of the offensive against Munda and the nearby Japanese bases of Vila, Ballale and Kahili was carried out with large-scale participation by army, navy, and marine airmen. Nearly 2,000,000 pounds of bombs were dropped on Munda alone by navy and marine Douglas dive bombers and Grumman torpedo bombers. In all, 130 bombing missions were carried out. More than 50 of these were against enemy shipping, during which one seaplane carrier, one oiler, four destroyers, six cargo vessels and nine barges were destroyed, and seven destroyers, nine cargo ships and three corvette-type vessels were damaged. In contrast, enemy bombers effected only three hits on American shipping, with only one of our ships being sunk.

In Europe and North Africa the success of naval aviation has been no less marked, no less intrepid, than in the Pacific.

Following the North African campaign, a British observer from Lord Mountbatten's staff paid U. S. Naval Aviation a gallant tribute. "From the air point of view," this officer said, "the operations were probably the most successful thing anyone has ever seen. The support given by naval aircraft was quite astounding to me, on the ground, to what I had ever seen before."

To anticipate changes and apply them to modern warfare is the job confronting Naval Aviation. The Navy, which observed Naval Aviation's 30th birthday on 30 August 1943, has specialized and fitted aviation to fight and fly in the skies above the sea. Successful naval tactics and strategy of today must give first consideration to the contribution which airpower can make to seapower. The Navy's policy of specialization and, emphatically also, of integration in its aerial arm, pursued for over 30 years, today is paying off in dividends of victory. It will continue to do so, until our enemies are destroyed.

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To be Remembered

Pearl Harbor will, of course, always be remembered. Communications officers will remember, too, the important part that Strowger Automatic telephone systems are playing in the march to inevitable victory. The steadily increasing use of this equipment in all branches of the fighting services testifies to its efficiency in furnishing rapid, dependable communication under any and all circumstances.

AUTOMATIC ELECTRIC

1033 W. Van Buren Street, Chicago 7, Ill.

Coast Guard Activities in the War

(*Continued from page 30*)

boats and patrol vessels, general control of the anchorage and movement of all ships within our harbors, supervision of the handling and stowage of explosives, regulation of persons seeking access to our waterfront and ships, and the removal of persons whose presence constitutes a menace to national security.

When it is realized that the millions of tons of war material that must be sent to our armed forces and allies must be funneled through the few ports of the country, the importance of moving ships quickly and safely through the ports, and preventing them from becoming bottlenecks, is readily apparent.

Aids to navigation:

The establishment and maintenance of aids to navigation is a function which the Coast Guard has performed since July 1939 when the Lighthouse Service of the Department of Commerce was merged into the Coast Guard. This work consists of establishing and maintaining lighthouses, lightships, radio beacons, fog signals, buoys, and beacons upon all the navigable waters of the United States and its possessions, including the Atlantic and Pacific coasts of the continental United States, the Great Lakes, the Mississippi River and its tributaries, Puerto Rico, the approaches to the Panama Canal, the Hawaiian Islands and Alaska. Our lonely weather ships stationed in dangerous waters far out at sea conduct continuous observations and supply data and information vital to the safety of navigation both on sea and in the air.

Administering shipping and navigation laws:

Since the consolidation of the former Bureau of Marine Inspection and Navigation of the Department of Commerce with the Coast Guard, we have been charged with the administration of the laws relating to the construction, equipment, manning and inspection of commercial vessels of the United States. In carrying out these functions it is the aim of the Coast Guard to see that the safety and welfare measures provided by law for the benefit of American ships and seamen are administered to the end that this country will have the best merchant marine in the world.

* * * * *

The functions described above are only a part of the work being done by the Coast Guard which directly or indirectly affects the war effort. The Coast Guard also renders assistance to vessels in distress; removes wrecks, derelicts and other floating dangers to navigation; extends medical aid to vessels engaged in deep-sea fishing; supplies the men and vessels for operations in Greenland, the Arctic and other areas of heavy ice concentration; patrols rivers during floods and does flood relief work; promotes the adoption of safety measures for the protection of American seamen, including better equipped lifeboats, lifesaving suits, improved medical kits and scientifically prepared food concentrates—to mention only a few; and acts as the Nation's maritime police to enforce the provisions of many treaties and Federal statutes. It maintains the Coast Guard Academy for the professional and technical education of young men who will eventually take their place among the commissioned officers of this Service.

It is difficult to evaluate each of the activities of the Coast Guard in terms of its importance in the war effort. In the aggregate they make up the work of an agency which, in peace, as in war, contributes in some measure to the leadership of our nation among the countries of the world.

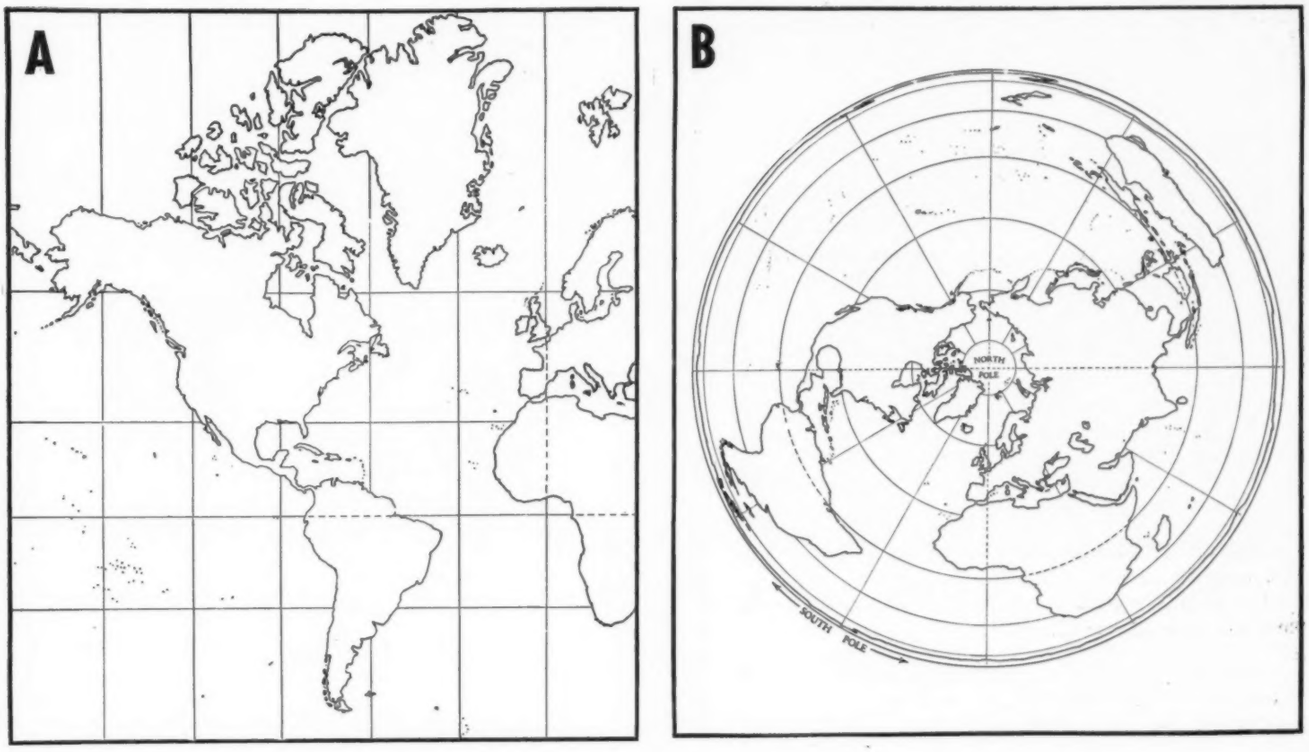
HOME . . . of a Restless Pack of Jap-Exterminators!

They call it their "old flat-top". . . but they wouldn't trade it for a battleship. It's *every inch* a fighting ship. It's a fortress afloat . . . a nest of destruction-minded Navy eagles. A maze of machinery hums beneath its deck; and a thousand men keep the eagles in the air, blasting Japs. Ball Bearings help to keep the "wheels" turning, smoothly and efficiently . . . from engine room to turret lathe to plane.

At first, Ball Bearing makers were "hard put" to supply all the bearings needed by the war industries. Untold millions were not only needed by the *machines of war*, but other millions were required by the machines that *turned out* fighting equipment. Today, part of this pressure has been relieved by doubled and redoubled production effort. But it's still a good practice to use your ball bearings wisely . . . take care of them and make them last as long as possible. The Fafnir Bearing Co., New Britain, Connecticut.

Official U. S. Navy Photograph

FAFNIR
BALL BEARINGS



Which map shows your idea of the world?

HERE ARE two maps.

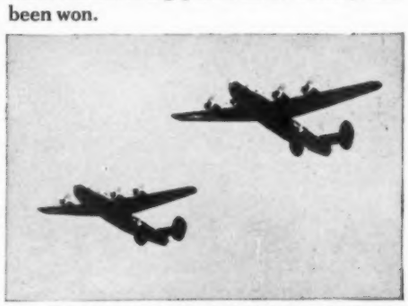
Map *A* is the Mercator "surface-navigation" map, long used in all our geography books. It is the map with which you are probably most familiar.

But to the pilots who are shuttling big trans-oceanic Liberators to combat areas, the world probably looks more as it appears in Map *B*—an Azimuthal Equidistant "air-navigation" map.

But both of these maps—*like all other maps of the world*—have faults. Both of them can be misleading if we do not recognize their faults, as well as their advantages.

Today, because the long-range plane has sky-linked once-remote nations together into a global community, school children all over the country are being taught how to read and understand maps—both new and old.

As a nation, we must all re-study geography if we are to have a clear understanding of this 60-hour-wide world in which we live. For only then can America take her rightful place of leadership in helping to build an enduring peace after Victory has been won.



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As a builder of long-range planes—for war today, peace tomorrow—Consolidated Vultee is eager to make whatever contribution it can toward straight geographical thinking.

The noted cartographer, Richard Edes Harrison, has worked with us in the preparation of a 32-page booklet entitled, "MAPS—and how to understand them." The booklet contains more than 60 maps, charts, and illustrations, as well as many interesting geographical facts and fallacies, comparisons, examples, and projections. Some of the maps shown have never before been published.

So far, in response to requests, nearly half a million of these map booklets have been sent out, but there is still a limited supply available. If you would like to have a copy of the booklet, simply send the coupon below.

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Consolidated Vultee Aircraft Corporation has twelve divisions, located as follows: San Diego, Calif.; Vultee Field, Calif.; Fort Worth, Texas; New Orleans, La.; Nashville, Tenn.; Wayne, Mich.; Allentown, Pa.; Tucson, Ariz.; Elizabeth City, N. C.; Dearborn, Mich.; Louisville, Ky.; and Miami, Fla. *Member, Aircraft War Production Council.*

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LIBERATOR	4-engine bomber	VALIANT	basic trainer
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For the armed services, Bucyrus-Eries are building and maintaining airfields, roads, shipyards, advance bases, and training centers. For the "production services," Bucyrus-Eries are mining iron, copper, aluminum, nickel, coal, and other sinews of war.

All of Bucyrus-Erie's regular products (in addition to direct ordnance materiel) are dedicated to Victory . . . . from the ground up.

Bucyrus-Erie

SOUTH MILWAUKEE, WISCONSIN, U. S. A.

Naval Aviation's Part

(*Continued from page* 26)

into the air for their exacting reconnaissance and gunnery observation duties, invariably performed with outstanding results.

Another branch of the Navy's air program that comes in for little public recognition is the Lighter-than-Air organization. But the skippers of coast-wise merchant vessels know very well how efficient are the patrols maintained by the blimps on constant vigil against submarines. In providing aerial coverage for coastal shipping and in rescue work at sea, the blimp still continues to be "Old Reliable" in all sorts of weather, day and night.

Through all these activities, and through the fast developing amphibious work of Marine Corps aviators, runs a common denominator: expansion, experimental research and development, and unceasing work toward further improvement. The measure of how well the Navy's aviation personnel—pilots, combat, ground and deck crews—have learned their jobs and are doing them, is to be found in their battle records to date. It is a glorious record, replete with proficiency in appointed tasks, selfless heroism, and unending devotion to duty. However, it would not have been possible without the unbelievable production record set by our workers on the home front.

We have come a long way since the first, sudden days of attack. We are going further—and this time it will be in accordance with plans conceived by us, in directions selected by us, and with a determination and force that can belong only to us. The offensive is now in our hands.

The nation is on a march to victory that will not be headed off. And in the forefront of that march, spearheaded toward Berlin and Tokio, is Naval Aviation. Our responsibilities to the American people increase as the scope of war is broadened. They will be discharged, because it is the will of every officer and enlisted man in naval aviation to discharge them. Shortly we will have the full material, equipment, and personnel to mount the final smashing offensive in the Pacific while we maintain our lifelines in the Atlantic.

When that smash comes, the American people will know and understand what has been undertaken in the way of planning, study, procurement, and training, by the flying personnel of the U. S. Navy.

The Army Air Forces at War

(*Continued from page* 25)

and the countless other materials with which to press home against the enemy a relentless offensive.

Since Pearl Harbor, the Army Air Forces have flown more than 225,000 sorties, have expended some 41,000,000 rounds of ammunition in battle alone, have consumed approximately 2,000,000,000 gallons of gasoline. We have destroyed over 7500 enemy aircraft in the air and over 1500 on the ground. We have probably destroyed in excess of 2,000 more and have damaged still another 2,500. The havoc wrought upon the enemy's military and industrial plant and equipment, and upon his shipping, is immeasurable.

Our offensive has mounted steadily and surely. Today, in every theater of combat, the enemy is reeling from unceasing pressure. Target after target is being demolished, whether in such historic missions as the low-level attack upon the Ploesti oil fields or in the lesser-known, but equally all important daily missions of the bomber and fighter formations. That offensive will continue to mount until the Axis has neither the will nor the ability to resist.

Navy's Civilian Personnel

(*Continued from page* 28)

twelve months in solving many of our most difficult civilian personnel problems, but we still have a long way to go. The keel has been laid, the ship has been launched. Most of the shakedown cruise has been successfully completed, and we are steering for a goal which will make the Navy's personnel administration as efficient as that of a fighting ship at sea.

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TRADE MARK REG. U. S. PAT. OFF.
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Blades and Arms
★ Used for years as original equipment on many high-grade cars and trucks.
★ Used on our fighting tanks and trucks and ships and bombers too.
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A public message on fuel oil rationing

"Good Soldier..."

She lives alone in a 5-room house . . . and she is cold now most of the time. For when you are old you can't keep warm with sweaters and warm ideas.

Probably she could go to the Rationing Board and get extra oil for a burner she can't convert.

But she won't.

There's a kid over in Africa she used to bounce on her knee. Her grandson . . . my son. She knows that oil can help bring him home.

She knows that oil gets to him fastest and best from our East coast . . . that coming from the East it can save lives and win battles.

So she'd rather be cold than use an extra gallon of that kind of oil . . . even though when you're old the cold gets into your bones and stays there.

Should I feel sorry for her? I don't think so.

I think what she's doing must keep her warm at heart. She's fighting the only way she can. In her funny, quiet way she, too, is on the firing line. And I think her grandson would feel that she is a pretty good soldier.

ESSO STANDARD OIL COMPANY OF NEW JERSEY

OIL IS AMMUNITION — USE IT WISELY!

A public message on gasoline rationing

Look up...they need your help!

YOU are American fliers training and patrolling up there every day.

You read anxiously the news of the thousands more who fight in foreign skies the world around.

There is something we at home can do to help those men.

They fly on super high-octane gasoline. It gives them a vital edge in air combat. It adds greatly to the speed and power of their engines.

So far as we know, no enemy nation has been able to produce it in such quantities as we have.

Right now the job is to get this fuel to those men in battle. To reach Europe or Africa quickly it must come from the Atlantic Seaboard—cutting shorter the vital supplies of petroleum products here.

Before you drive a needless mile . . . remember this—

American boys are dying and fighting for you. Some of them are dying for you. Oil is their ammunition! . . . Use it wisely.

ESSO STANDARD OIL COMPANY OF NEW JERSEY

A public appeal for Blood Donors

"Thanks a lot...whoever you are!..

It feels good to be alive when you should have been dead...I know...
The reason I'm alive is just...a pint of somebody's blood.
I don't know who gave it...Maybe you did.
Whoever it was...thanks.....Thanks for my life!"

The most glorious help a civilian can give to a fighting man is also one of the easiest to give.

It is a pint of blood...blood you'll never miss.

Today a Blood Donor Service—serving all branches of the armed forces—is carrying on the greatest life-saving business in the whole history of mankind.

Through it, any healthy adult—with no harm to himself or herself, and with almost no inconvenience—can directly and certainly save the lives of three, four, five, even six American fighting men each year. Men who will be dead unless someone gives a pint of blood.

If you live within reach of Blood Donor Service facilities, call now for your appointment.

Somewhere, months later, a man will come back to his home, where he never would have come again except for you.

ESSO STANDARD OIL COMPANY OF NEW JERSEY

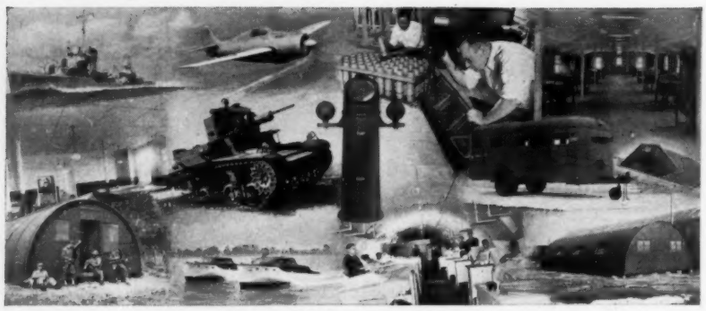
This was War Work, Too...

Industry's support to the military does not stop at turning out the goods of war. Industry's voice can help, too. Just as aviation gasoline and other products from our refineries serve the machines of modern war, so, we believe and hope, have public messages like these helped civilian participation in the prosecution of the war.

STANDARD OIL DEVELOPMENT COMPANY • BAYWAY, NEW JERSEY

OPERATING THE

ESSO RESEARCH LABORATORIES



MORE THAN 500 WAR USES!

THE war has created unprecedented demands for many vital materials, and so the Masonite Products and Presdwoods* have enlisted for the duration . . . wearing the uniform of usefulness on both the Home and Battle Fronts.

The use of Masonite as a basic raw material is proving its worth under all kinds of conditions . . . in a wind-battered Iceland hut . . . in a Signal Corps trailer following a twisting mountain road in Italy . . . on a swift patrol boat at sea. While at home Masonite Products go into airplanes and parachutes, explosives and portable houses, Army and Navy camps.

Tomorrow, in the peacetime to come, Masonite Products will be ready to serve a nation with only one self-chosen way of living—the American Way!

*Trade-mark Reg. U. S. Pat. Off. "Masonite" identifies all products marketed by the Masonite Corporation.

COPYRIGHT 1943, MASONITE CORPORATION

MASONITE PRESDWOODS

The Right MASONITE

THE LIGNO-CELLULOSE HARDBOARDS

American Labor's Part in the War

(*Continued from page* 21)

nected with efficient production. Government now accepts some responsibility for helping industry and workers solve these problems and we in the United States Department of Labor are planning to provide increased assistance with accident prevention, good lighting, good ventilation, sanitation, facilities for rest, proper seating, convenient work machine arrangements, and to cooperate in efforts to improve eating facilities, and to solve community housing, transportation, shopping and child-care problems in the interest of the war effort. Lack of grievance procedure and inconvenient shift arrangements are some of the problems contributing to the inefficiency.

We expect to develop further in the United States Department of Labor our program of assistance to war plants so that, in individual plants, management and labor can solve their specific problems and meet output schedules with a fully productive work force. Our safety experts serviced over 10,000 plants last year at the request of management and their visits showed a marked reduction of last time due to accidents. Sixty-six percent of the plants visited showed prompt improvement. Their efforts meant a saving to war production of approximately 1,170,000 man-days.

These become matters of vital importance to the war effort because of the effect on production and it is reassuring that there will be full cooperation by labor, management and Government in their handling. This spirit of cooperation is one of the great lessons we are learning in this second world war and it should stand us in good stead as a Nation when the fighting ends and there is a return to the normal ways of peacetime.

It is already making for a better and more sympathetic understanding between labor and management, an understanding which should improve in the years to come and bring about in this country a reliance on the process of adjustment rather than on the strike or lockout as a method of settling industrial disputes. We know now, out of our experience since Pearl Harbor, that they can be reasonably and fairly settled by a systematic and judicial method and we are not likely to forget that lesson.

Combat Experience Designs Our Planes

(*Continued from page* 24)

tain. Very few fighter pilots are in complete agreement as to all the desirable characteristics or even those of first priority. However, there is substantial agreement among them on certain essentials and these qualities form the foundation of the specifications for advanced new models.

Now that we have a lot of fighter experience behind us it is reasonable to expect greatly improved fighter types. It looks as though this expectation will be met. Up to this year it was generally agreed that the Army Air Forces had the best bombers—heavy, medium, and light—in existence. This year we believe our fighters will gain the same verdict. Familiar old names will drop out in the second half of 1943 as two new and vastly superior types will join our present pair of unexcelled fighters—the P-38 and P-47.

Our new fighters are now in production but have not been tested in actual combat so restrictions still keep them under wraps. If they meet the test of battle—and our returned combat pilots assure us they will—there will begin all over again the constant struggle for improvement and perfection as production builds up.

And we will again have proof that our principal collaborator in setting up requirements and specifications will be the enemy.

GRACE LINE

Pays Tribute to its Gallant Officers and Crews

THE GRACE MEDAL . . . for extraordinary and meritorious service, already awarded to a number of our many captains, officers and men.

As our ships have been converted to instruments of war, our captains and our men have set aside their peacetime role and are now an integral and vital part of the United States Forces. As men of the Navy and Merchant Marine, they recognize their duty and are performing acts of astounding skill and heroism. . . . We feel a pride which we know is shared by the thousands of people who have travelled in the "Santa" liners and the thousands of merchants who have shipped in the "Santa" freighters. . . . We wish our men Godspeed and Victory and hope that they may soon return to the pursuits of peace in the great task that the American Merchant Marine will have to perform.

GRACE LINE • 10 HANOVER SQUARE • NEW YORK CITY

SINGER MACHINES ARE VITAL, TOO...

...for stitching a tent or shaping a helmet

and for sewing a thousand other things, necessary to clothe and equip men for all branches of the armed forces. Providing sewing machines of the highest quality in great quantities has been one of Singer's jobs for 90 years.

Singer sewing machines formerly available for making hundreds of different things for civilian use are now sewing parachutes, uniforms, tents, gun covers, shoes, powder bags, gas masks, and many, many other articles needed to bring speedy victory.

We are proud of our part in the drive to victory.

SINGER

SEWING MACHINE COMPANY
Manufacturing Trade Department
149 Broadway, New York, N. Y.
Branches in principal cities throughout the world

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CORBIN RUSSWIN

BUILDERS' HARDWARE

LOCKS - SCREWS - SHIP HARDWARE
AUTOMATIC MACHINE
SCREW PRODUCTS

* * *

P. & F. CORBIN
RUSSELL & ERWIN MFG. CO.
CORBIN SCREW CORP.
CORBIN CABINET LOCK CO.

THE AMERICAN HARDWARE CORPORATION SUCCESSOR
NEW BRITAIN, CONN.

The Nation's Resources

(*Continued from page* 18)

of these maps and the speed and low cost with which they are made available have set enviable records. In addition, the topographic branch of the Geological Survey is producing hundreds of other strategic maps. During the year more than 4,000 special reports on water were made to military agencies and industries engaged on war contracts, to municipalities and others, while prospecting activities were accelerated during the year on the public domain and on certain Indian Lands. Production of coal, sodium, potassium, phosphate rock and crude oil from public lands during 1943 was substantially greater than 1942.

During the past fiscal year the task of assuring adequate coal for war industries and essential civilian uses was carried on successfully by the Department and steps were taken to provide assurance of a continued supply in the future. Coal production in 1942 totaled approximately 580,000,000 tons of bituminous and 60,000,000 tons of anthracite, exceeding estimates of the year's requirements. The surplus went into the nation's stock piles as a result of the coal stocking campaign carried on by the Solid Fuels Administration in the summer months of 1942. These stock piles reached record heights during last November, and although they have dropped as a result of rising consumption, they prevented many production losses by industry during the coal mines strike in May and June. To meet the estimated requirements of 665,000,000 tons of coal for 1943, I prevailed upon the mine operators and the miners to lift their former 35 hour work-week limitation. The 42 hour work-week adopted made possible the maintenance of production in spite of the loss of mine manpower to the armed services and to other industries.

As Coordinator of Fisheries, I was proud to record definite progress in the fishing industry during the year. For example, the pack of salmon in Alaska this season is running ahead of last year's by about 1,000,000 cases, more boats have been made available for active fishing and new products have been developed for civilian consumption or for government purchase, utilizing species of fish formerly neglected.

Through a wide increase in the economic uses of the Federal Wildlife refuges, a variety of contributions were made during the year to national needs. Increased fur production made it possible to provide additional material vital to the manufacture of special clothing for the use of the armed forces in frigid climates. The Service also exerted every effort during the year to stimulate rabbit and furred game meat, as well as fishery products.

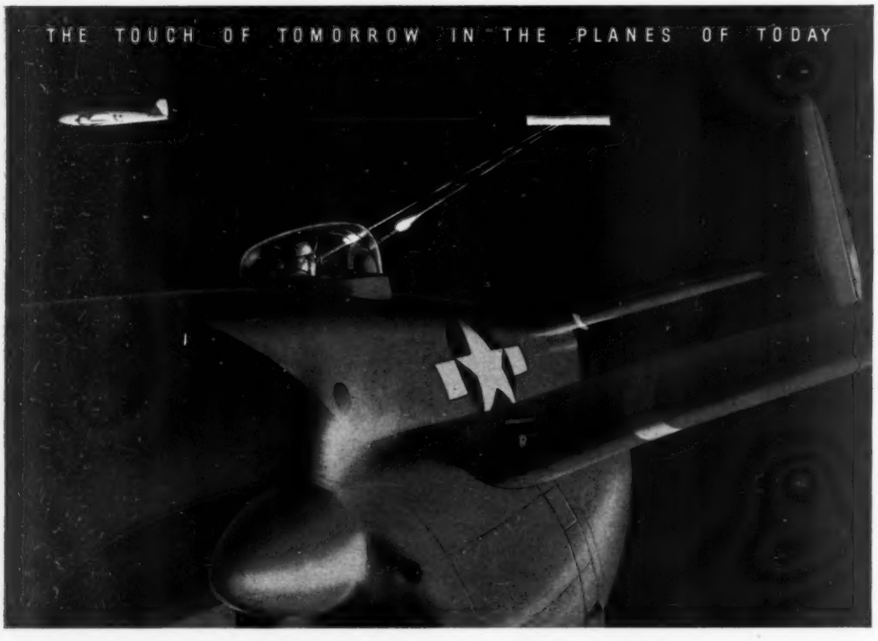
Agriculture Fights

(*Continued from page* 19)

ville, Maryland, just outside of Washington; four major regional laboratories in the main agricultural areas of the country; and scores of special laboratories devoted to individual crops or special agricultural problems. The work being carried on covers every phase of agriculture, and especially the war uses of farm products.

For example, just a few months ago the Department's New Orleans regional laboratory announced, after extended research, that it had developed a method for the use of cottonseed oil as a substitute for imported palm oil in the production of tin and tern plate and in making sheet steel by the cold reduction process. Supplies of palm oil formerly came from the Dutch East Indies. The regional laboratory at Peoria, Illinois, has made a rubber substitute from soybean oil, which is now being used for a number of purposes for which natural rubber formerly was required. This laboratory also has developed a new type of plastic that can be made from farm waste materials such as corn stalks and wheat straw. It has proved satisfactory for a number of military purposes. These are examples of more than 150 projects on the use of agricultural products for war purposes in the regional laboratories.

It all adds up to Subtracting Zeros!



Today's apprentice gunner enters a deadly trade—defending American bombers against vicious attacks of Jap Zeros and other heavily armed enemy fighters.

To follow his trade and survive, the gunner first has to learn how to "polish 'em off around the clock." His training must be thorough and painstaking, and it must come within a hair's breadth of being the real thing. That's why Fairchild developed the GUNNER.

This advanced trainer has the essential characteristics of the bombers from which our student marksmen will soon shoot it out with Axis pursuits. From a power turret, similar to one on a Flying Fortress, each fledgling is taught to pick off tiny targets while moving at better than 200 miles per hour. It's fast, tricky work and it takes a keen eye, steady nerves, precision equipment. It's the kind of training that pays off when the chips are down.

Fairchild's GUNNER, from which apprentice marksmen step into bombers and thence into action, is one of the largest, speediest training planes used by the Army Air Forces. Powered by two 12-cylinder, inverted, in-line, air-cooled Ranger engines, the GUNNER is a typical example of Fairchild's "touch of tomorrow in the planes of today."

BUY U. S. WAR BONDS AND STAMPS

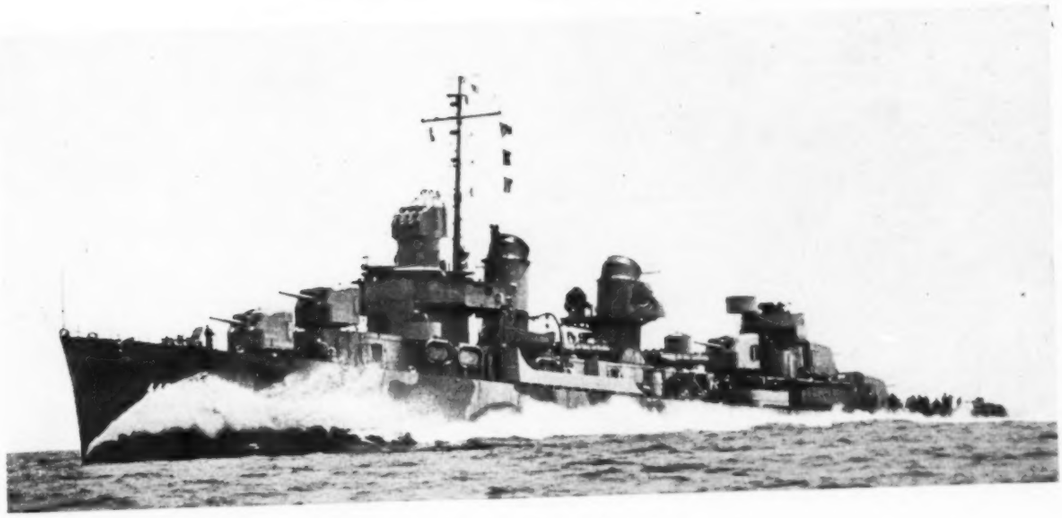
FAIRCHILD ENGINE AND AIRPLANE CORPORATION
30 ROCKEFELLER PLAZA, NEW YORK

Ranger Aircraft Engines Division, Farmingdale, L. I. | Fairchild Aircraft Division, Hagerstown, Md. . . . Burlington, N. C. | Duramold Division, New York, N. Y.

BATH IRON WORKS CORPORATION

BUILDERS OF NAVAL & MERCHANT VESSELS

BATH MAINE



WE ARE PROUD TO BE ABLE TO FLY

THE

ARMY-NAVY E WITH STARS

ALSO THE MINUTE-MAN 90% PARTICIPATION WAR BOND FLAG

The Navy and the War

(*Continued from page* 17)

territory with full intention of digging in for a long stay. Only history will be able to prove that they were forced to evacuate Kiska and other points because of a lack of supply and communications which came about with the sinking of that all important third of Japan's merchant shipping. The main fact, however, is clear: The Japanese evacuation of Kiska opened up a possible invasion route of Japan proper through the shorter spaces of the northwest Pacific.

Two other major Pacific routes to Japan are available, as even the layman can observe by a look at a map. One is the route through Honolulu, and this route was protected when the Japanese were routed at Midway. The other is the southwestern route through Australia and the southwest Pacific; and in this area we have made steady progress from the Solomons into New Guinea and this general area. In addition, of course, there are the possibilities of attack, through the Indian Ocean, Burma, Thailand, and any portion of the Netherlands Indies. These possibilities can be exploited in coordination with operations conducted via or from the territory of our gallant ally, China. Before another year has passed, it is reasonable to expect that we will have seen considerable United Nations action in one or more of these general areas, and it is not too much to assume that our position will have been considerably bettered thereby. For whereas the Jap originally spread out far and wide with the steel-pointed tentacles of an octopus, he is now being pushed back in a pincers movement with a potential which covers the entire Pacific and certain strategic areas in heroic China and Asia proper.

Now for one final quotation from my report in these pages a year ago, concerning the vital topic of naval shipbuilding, a category in which no one Axis nation nor any combination can hope to equal us:

"*Meanwhile our own shipyards are launching naval vessels at a constantly accelerated rate which is . . . in the top category of strategic secrecy.*"

Since that time it has become possible to tell our people in detail about the almost unbelievable progress we have made on the construction front. Without going into statistics which have already been published, it is sufficient to say that in 1943 the Navy has completed more fighting ships—and by that I mean combatant vessels, exclusive of auxiliaries, mine, patrol and landing craft—than there were fighting ships in service at the end of 1942. That means we have added new ships in every category, from carrier and battleship on down; and I am most happy to say that our addition of hard-hitting Navy planes, both fighters and bombers, has more than kept pace with our record for shipbuilding.

Of course no report such as this would be complete without an evaluation of and a tribute to the men who fight our ships and planes and submarines. In numbers, the Navy is now by far the largest in all history. But, more important, the fighting men of our Navy are now completely battle-wise—they have met the enemy in the air, on the surface and underneath the surface. They know the enemy can be defeated, and they are determined to bring this defeat about.

It is clearly realized that 1944 might well produce some of the heaviest naval fighting this war has yet seen, for many major elements of the Jap fleet have not yet seen action. It is realized that 1944 might well bring heavy losses and some reverses. But, on the whole, it is believed that 1944 will find the United States Naval Service—the Navy, the Marine Corps and the Coast Guard—sailing into a number of ports of call on the long voyage to total victory.

Industry's Contribution to the Navy

(*Continued from page* 22)

Force, but also the existence of the industrial facilities and critical materials out of which we can create the weapons to arm these Forces.

The Nation should keep intact after the war, under grease if necessary, its large arsenals and also the machine tools in these plants. It also should keep a national stockpile of machine tools and of the critical raw materials which are not available to us within our own continental limits. Our experience in this war has shown that we can produce vast quantities of munitions if cutting tools are available and if we are not hampered by the scarcity of critical materials.

Our industrial strength is the source of our war-making strength. And our power to make war will be our greatest assurance of peace.

The Postal Service at War

(*Continued from page* 16)

post office, it is canceled, sorted, and tied in a package of letters labeled "New York, N. Y.—Military Mail." Still under the Post Office Department's immediate control, it arrives at the New York Post Office's Postal Concentration center, a great building whose entire facilities and hundreds of workers are engaged exclusively in the final processing of the mail before it is handed over to the military authorities.

The package goes through sorting processes for separations according to the branch of the service, such as Infantry or Field Artillery, and secondly according to the Company or similar designation. Finally, Mrs. Roe's letter is placed in a package of mail for members of Company F, 167th Infantry. The package then goes in a mail bag to the New York Port of Embarkation Army Post Office. It is here that the Army assumes control.

The Army knows where Company F is located; we do not. Private Roe's letter goes by ship or plane to the overseas A.P.O. through which Company F. gets its mail. The package is handed to the mail orderly of Company F and he delivers the letter to Bill Roe. If Bill has been transferred, or if he is in a hospital, the Army Directory Service furnishes the new address and the letter is re-dispatched or re-sorted for delivery at the new location. When letters are misdirected, long delays occur. Ship sinkings have meant the loss of many thousands of letters.

Mrs. Roe's letter to Bill is one of approximately five billion which go to and from the armed forces in a year. For the happiness of Mrs. Roe and the millions like her and for the fighting efficiency of Bill Roe and the millions like him, that mail must be handled with speed and efficiency.

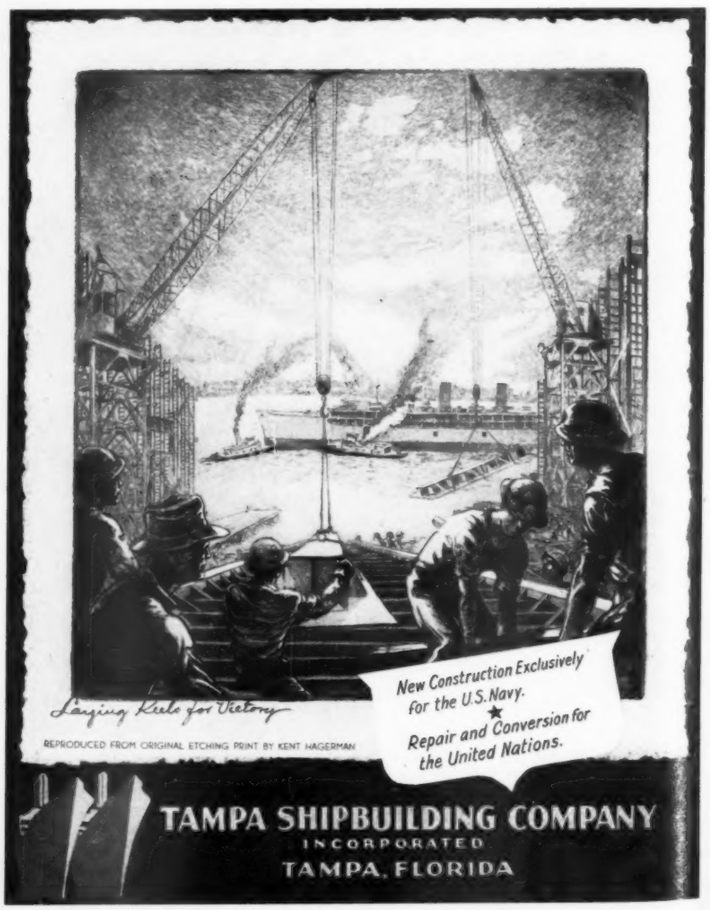
Bill's welfare also depends on mail of another kind. When, for example, military experts develop a new method for the use of a gun, or a new defense against enemy offensive tactics, the War Department immediately prepares training instructions so that the entire Army may have the benefit of the new development. Copies of the publication are addressed to the Army organizations involved. They are placed in the mails for our all-important function—delivery on schedule. Dozens of times every day this happens and the volume is tremendous.

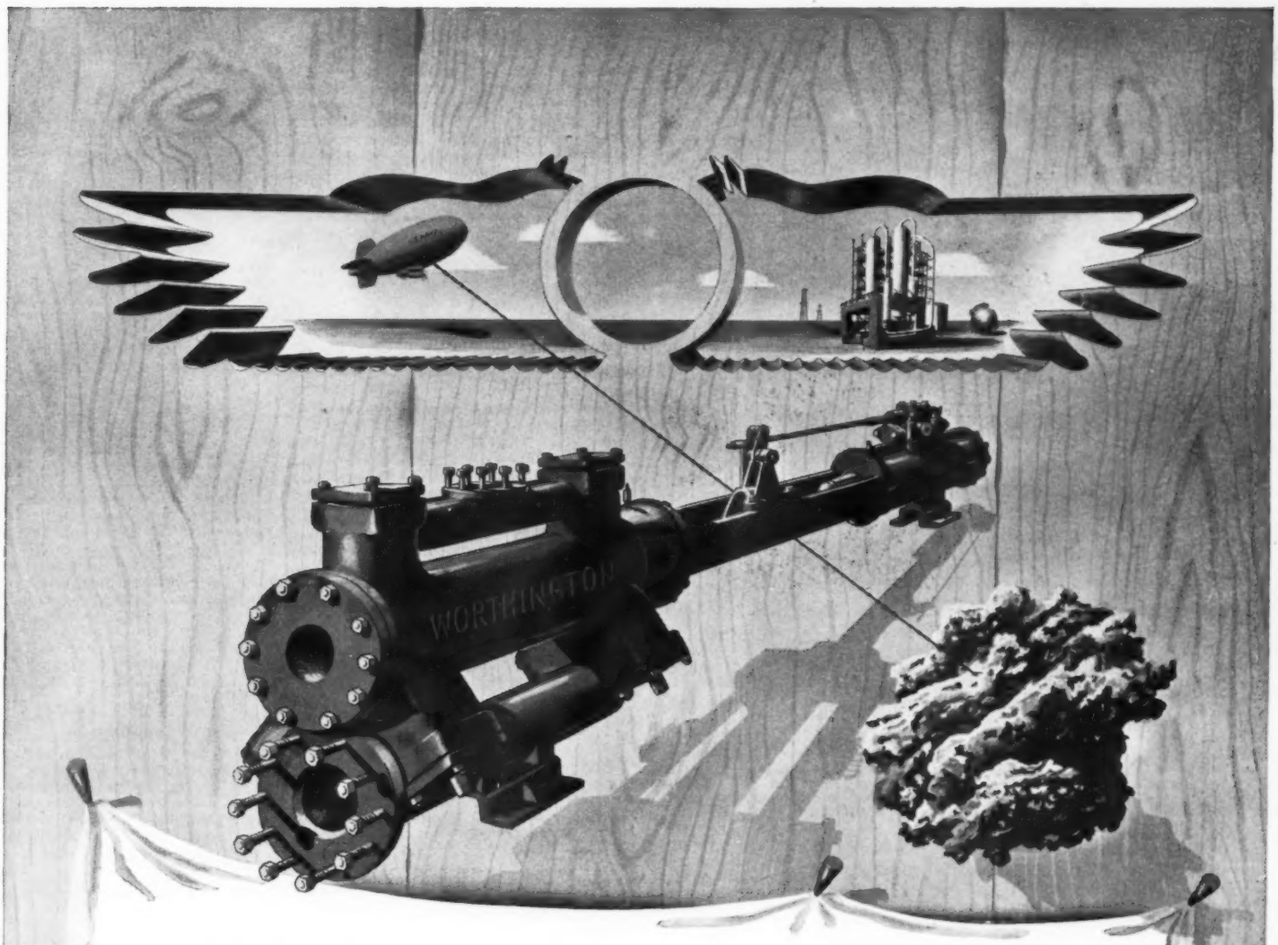
The Post Office Department's extraordinary resources made possible the smooth handling of many war activities. Among the first of these was alien registration, for which our post offices in every community provided an effective instrument, as they also did, for example, in selling the automobile tax stamps and some $3,000,000,000 in war bonds. Selective Service questionnaires and ration books swelled the torrent of mail.

The demands of war have challenged the enterprise and ingenuity of the Postal Service. With 30,000 of our experienced personnel gone to the armed forces and their places taken by new workers, we had to devise many new methods. Among the most important of these is the delivery zone plan. We have urged the public to address their letters according to city zones, as well as city, street and number. In this way, new personnel could sort the mail.

CONTINENTAL GIN
COMPANY
BIRMINGHAM, ALABAMA

MANUFACTURERS OF
COTTON GIN MACHINERY
CONVEYORS, ELEVATORS
and
POWER TRANSMISSION
EQUIPMENT
SPECIAL MACHINERY


Laying Keels for Victory
REPRODUCED FROM ORIGINAL ETCHING PRINT BY KENT HAGERMAN
New Construction Exclusively for the U.S. Navy.
★
Repair and Conversion for the United Nations.
TAMPA SHIPBUILDING COMPANY
INCORPORATED
TAMPA, FLORIDA



Suffocating Liquid Rubber to Hold a Blimp's Breath

Volatile as an Arabian Night's genie in a bottle, certain hydrocarbons used in making synthetic rubber will flash into gas if pressure on them is relaxed for an instant. Because most pump cylinders have clearances around valves and heads, no ordinary pump can keep those liquids moving.

Among many Worthington products helping to make up the Allies' rubber deficit is a pump that keeps a tight grip on those liquid hydrocarbons—the HiVol pump, its "close clearance" cylinder carefully made to permit no expansion of liquid into gas.

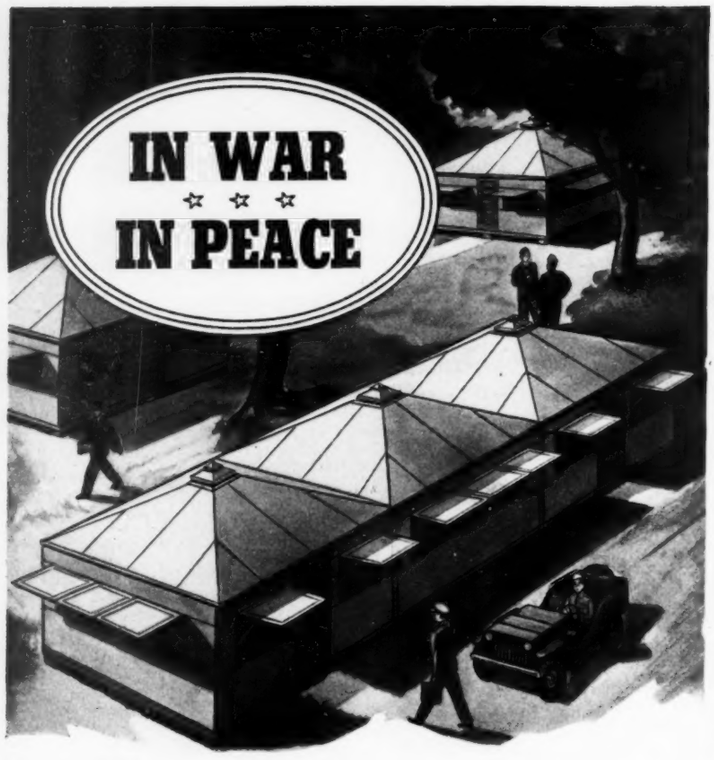
Probably 25% of the equipment used in making synthetic rubber—all the way from oil well to polymerization plant—wears Worthington's famous "scarab" trademark. Butadiene gas, for instance, is compressed to high pressure by Worthington compressors, cooled and liquefied by Worthington refrigeration and carried on through the varied, complex processes by Worthington pumps. And in making ships, explosives, chemicals . . . in construction and mining . . . in generating power . . . in high-octane gasoline and lubricating oil refining, etc . . . Worthington machines are in this fight every step of the way. Worthington Pump and Machinery Corporation, Harrison, N. J.

LIGHTER-THAN-AIR BASE

The genie in liquid rubber is now a blimp. But the earth-scorning helium it "breathes" must be periodically drawn out by Worthington Compressors and cleansed of any taint of earth-bound air. Another glimpse of Worthington at work for the armed forces and war industries . . . giving you more worth for your tax money and War Bonds.

Power Plant Equipment
Turbines & Turbo-Generator Sets
Diesel & Gas Engines
Pumps & Compressors
Air Conditioning & Refrigerating Equipment
Construction & Mining Machinery
Power Transmission Equipment
Liquid Meters

YOUR MONEY'S WORTH
WORTHINGTON



Ready for our Country's Housing Needs

Months before Pearl Harbor "Texas Pre-Fab" had perfected and offered to our Government the Victory Hut to house our swiftly growing army. It was accepted, and when war came we were able to meet large, rush orders for Victory Huts to be shipped all over the United States and abroad. Today, tens of thousands of Victory Huts are serving our fighters in many corners of the globe. Pre-fabricated, completely portable and demountable, they provide our men with superior troop housing at considerable savings to government.

"Texas Pre-Fab" has also been active in civilian housing. War workers, farmers, nurses, railroad and other industrial workers are today being sheltered in Victory Housing.

When war ends, "Texas Pre-Fab" will again be ready to help fill a great national need . . . the desire of millions of American families for a home of their own at a price they can afford to pay.

TEXAS PRE-FABRICATED HOUSE & TENT CO.

Dallas, Texas

Shoreham Bldg., Washington, D. C.

MAKERS OF "VICTORY" HUTS AND "VICTORY" HOMES
Reg. U. S. Pat. Off. Reg. U. S. Pat. Off.

We are proud to fly the Army-Navy "E" banner for efficiency.

Internal Security, 1943

(*Continued from page 15*)

disloyalty is brought for a hearing. After careful investigation, a majority of these alien enemies have been released outright or on parole. All those regarded as dangerous have been interned—a total of slightly more than 4,000.

Another important function of the War Division is the enforcement of the Foreign Agents Registration Act. Under this statute, all persons representing foreign principals in this country are required to file with the Department registration statements completely detailing their activities. The enforcement of this act has resulted, among other things, in uncovering a considerable number of enemy propagandists operating behind innocent-appearing "front" organizations.

The relationship of these functions of the Department to protection of our internal security is obvious. There are, however, other Departmental activities in which a contribution to the war program, while less apparent, is no less real and substantial.

The Criminal Division handles all matters relating to prosecution of criminal offenses, and in wartime many of these involve war statutes. The Antitrust Division has been particularly active in the war program by helping to make available to American industry, through the breaking up of international cartels and patent pools, a wealth of technical secrets and "know-how." The Lands Division has handled an unprecedented volume of legal work in connection with the purchase and condemnation of more than 13,000,000 acres of land for war purposes. Millions of dollars in claims for and against the Government arising out of various wartime operations, as well as litigation relating to manpower and maritime matters, have been handled by the Claims Division.

Poland Fights On!

(*Continued from page 12*)

States and Great Britain.

The Polish Army, the Polish Navy, the Polish Air Force and the ever active Polish Merchant Marine, are at once the outward and visible sign of the continuity of the Polish State, and a source of faith to the tortured people of Poland. The Polish people believe the time will soon come when Polish Armed Forces will march into Poland and as one man the whole nation will rise at their side to deal the death blow to the enemy.

Speaking of Poland's war effort to American soldiers, may I express my deep admiration for the American people and their great President, Franklin D. Roosevelt. The stupendous war effort of the American people, the heroic attitude of American soldiers, sailors and pilots give the conquered people of Europe the assurance that the war will end in complete victory over the aggressor, that from the ashes and ruins it has left in its wake, a better, a fairer and a safer world will arise for free nations and free men—a world foreseen by the Atlantic Charter.

Let me add an observation common in this war. When a Polish soldier meets an American comrade-in-arms, ties of sincere friendship spring up between them. This seals the mutual friendship binding our two nations, this renews the tradition of Polish-American comradeship in arms, born when Kosciuszko and Pulaski fought for the ideals of freedom for which we are now fighting.

Commerce Dept. in the War

(*Continued from page 20*)

tributions of a major character and have devoted nearly all of their energies to matters directly concerned with our military effort. The statutory peacetime functions have not been abandoned, but they have been subordinated to make certain that every possible contribution be made to the war effort.

A FEW OF THE THINGS WE'RE MAKING FOR VICTORY

- Aerial bombs
- Clamshell buckets
- Complete chemical and powder plants
- Open hearth furnace equipment
- Rolls and rolling mill machinery
- Piping for submarines and other naval vessels
- Synthetic rubber plants
- Torpedo launching equipment
- Radio towers
- Steel buildings and hangars
- Parts for airplanes
- Armacastings for tanks and naval construction
- Kingposts for ships
- Gun mounts
- Gun slides
- Anti-aircraft guns
- Paving machinery for airports and military roads
- Equipment for aircraft carriers
- Automatic sprinkler systems—Deluge systems
- Electroforged steel grating
- Forging ingots
- Special steel and alloy castings
- Also machinery and parts needed by practically every manufacturer of heavy war materials

BLAW-KNOX
COMPANY
PITTSBURGH, PA.

LEWIS FOUNDRY & MACHINE DIVISION
UNION STEEL CASTINGS DIVISION
POWER PIPING DIVISION
NATIONAL ALLOY STEEL DIVISION
PITTSBURGH ROLLS DIVISION
BLAW-KNOX DIVISION
MARTINS FERRY DIVISION
BLAW-KNOX SPRINKLER DIVISION
BLAW-KNOX BOMB DIVISION

Protecting the South Atlantic Waters

(*Continued from page 51*)

the United States and from other countries. Partly as a result of these efforts, but largely because of their character and training, the officers and men of the Fourth Fleet have maintained a very high morale. They have developed a spirit of give-and-take, a capacity to meet both action and periods of inactivity, which measure up to the highest traditions of the Naval Service.

The fundamental mission of the Fourth Fleet is to maintain an overwhelming military supremacy in the area of the world which has been assigned to it. We are doing our part, together with our Allies, to strike the enemy wherever he appears, and when he fails to appear, to seek him out. To the limit of our ability, we are doing this in such a way as to reflect credit upon the United States Navy and the cause for which we are fighting.

The Role of the Infantry School

(*Continued from page 87*)

still be able to fight side by side with the graduate of the 300th class with mutual understanding and perfect coordination.

These teachings are not confined to resident classes alone but are disseminated under authority of the Army Ground Forces to Infantry units and installations throughout the world. The vastness of the scope obtained by this particular activity is indicated by the fact that approximately 250,000 training pamphlets prepared by the Publications Section of the School are mailed out each month to Infantry units and Replacement Training Centers to assist in their training.

The effect of The Infantry School upon the Army as a whole may best be summarized by a quotation from the Commanding General of an Army Corps in the South Pacific:

"From what I have seen and heard, I am convinced that the basic principles of infantry combat, as taught by The Infantry School, are eminently sound and practical in this theater. The method of application in this terrain must be varied in some particulars, but the principles are sound as a dollar. The Nation at large surely owes a debt of gratitude to The Infantry School, one that probably will never be fully recognized by the public."

News of the Navy

(*Continued from page 89*)

325,052 photographs, distributing 178,620 to news and picture media, and reviewing 79,716 submitted for clearance involving military security. More than 943 motion pictures were reviewed for security and some 40,000 feet of film releases. Further, this office provided material or personnel for 1,571 radio programs. It reviewed for security more than 2,270 articles by newspaper correspondents and an equal number for magazine writers. This office also provided accreditation to Fleet and Sea Frontier commands for war correspondents whose number has exceeded 100 at all times. More than 1,000 authorizations were issued to writers, photographers, and representatives of other publicity media for visits to continental Naval establishments and for inshore passages. In addition, ten combat photography teams were sent into the more important theaters of war and five combat artists have portrayed naval actions all over the world.

The Axis has no real news policy. The Germans and Japs have merely a propaganda policy, twisting and warping the news to suit their own purposes.

Your Navy gives you facts. It works on the sound democratic thesis that the public deserves the truth, good or bad.

You can expect your Navy to make more and more news until this war is won. And this office will spare no effort to put it out straight and true and fast.

1837 ARMY E NAVY 1943

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Established in 1837, Bridgeport Fabrics, Inc., is one of the oldest and most prominent manufacturers of narrow woven fabrics in America. Since Pearl Harbor, the facilities of our 3 Bridgeport plants have been devoted almost exclusively to the manufacture of Government Webbing for the armed forces of the United States —an outstanding job in narrow fabric production for which we were awarded the Army-Navy "E".

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Waterproof
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Is another "BRIDGEPORT FABRICS" product used on aircraft, tanks, military vehicles, U. S. Naval vessels and merchant ships.

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Established 1837

The Eternal Hills

IN an ever-changing world, the eternal hills remain unchanged. From their towering heights they have watched men come and go . . . governments rise and fall . . . civilizations "abide their destined hour, and pass away."

They have watched man stumble through wars and depressions, to arise again and drive forward, ever progressing in his relationships with his fellow man, in his partnership with Nature . . . in making his lot easier, better, more healthful.

Over thousands of years, man has progressed in his effort to till the soil more productively. The crooked stick, the plow, the flail, the reaper, the combine, the tractor were long steps on the way that brought to man a freedom—gave him time for tasks other than providing food for his own subsistence.

And when this war is won, when farm equipment is again available in quantity, more farmers will take to themselves the blessings and advantages of mechanical farming. And the eternal hills will see another change, as great as any in the past, toward a far richer and finer agricultural life the world over.

JOHN DEERE
Moline, Illinois

Flow of War Information

(*Continued from page* 89)

bands or brothers have been killed know it is a tough war. But those people are relatively few since our casualties so far have been small. And the people who see the pictures and read the news we have been getting in the past few months could be excused for thinking it is something like a victory parade.

The news has been true, but we have covered only a small part of the distance that has to be covered before our Armies fight their way into Berlin and Tokyo; the pictures have been real, but this war has not been merely a matter of occupying towns whose cheering inhabitants hung garlands of flowers about our soldiers' necks, or of German prisoners smiling affably at the cameras of their captors.

In the process of occupying these towns, thousands of Americans were killed and wounded—and thousands of British and Canadians too; the Germans who smiled so amiably at the cameras did not smile till they had been thoroughly licked; nor had they smiled at the helpless noncombatants of a dozen conquered countries who were in their power. The crimes those men, or others like them committed in Poland and Norway and Holland and Greece would have been committed here, if they had been able to overrun this country too. It is our fighting men, and those of our Allies, who have stopped them. We do injustice to those fighting men if we think they have any easy or comfortable job on their hands. We do them a double injustice, if we permit any such belief to slacken our work on the home front in support of those fighting men.

It is the business of the Office of War Information, and of the Public Relations Bureaus of the Army and Navy, to see that the people get as much news as possible, not only about what is going on, but about what this war is really like—the blood and sweat and pain and hunger and fatigue as well as the triumphal processions. And it is the job of newspapers, magazines and other media to present the war news that the public will understand that in a war of such size and complexity there must be many partial and local victories, and there will certainly be some partial and local defeats, before total victory is in our hands.

So far, this has been an inexpensive war to us, in men if not in money. Our battle casualties have been only about 40 percent of those we suffered in the last war, when we had far fewer men engaged. It is too much to hope that this can go on, as our Armies get closer to the homelands of Germany and Japan. In the immense and complex military operations that will be necessary for victory we may take some local lickings. Almost certainly we shall sustain heavy casualties in some operations undertaken only for holding or diversion. It will be our task, then, to enable the American people to set those operations in perspective too. It will also be our duty to show the families of those who were lost that they were not thrown away, even if they fell in operations that were never expected to get anywhere in particular, that these operations contributed to the success of the whole. There is precedent for that. The tremendous casualties incurred by the Army of the Potomac in the Spring and Summer of 1864 were part of a larger picture. They were the price of holding Lee's forces in Virginia, so that none of them could be detached to interfere with Sherman's decisive operations farther south. Some of those casualties were unnecessary—the price of Grant's mistake in attacking the unbroken lines at Cold Harbor. Yet Grant, on the whole, was a very good general; and he won the war.

Some of our generals and admirals in this war may make mistakes, and men may die on account of them. That has happened in every army, in every war. It is the function of the high military command to see that men are put in subordinate commands who will make as few mistakes as possible, but you are never going to attain perfection. However, the recent record of our military and naval commanders seems to show that they are pretty well equipped for their jobs. If any man fails, the high command will know it first, and will have a greater interest than anybody also in seeing that he is replaced by somebody who will do better.

I have lately read an advance copy of a very able and eloquent, very sound plea for more war information, military and above all diplomatic. The argument was that in a people's war, which is or ought to be concluded by a people's peace, you had better let the people know what you want, and why. The general truth of that is undeniable. Yet, as the writer realized, you cannot always do it in military affairs, and you cannot always do it in diplomatic affairs either.

Recently there was some sharp criticism of American policy towards Italy. Some of it was irresponsible but some of it was the work of able, intelligent and patriotic men who were much disturbed. As we all know now, negotiations were at that time actually going on which led to the complete surrender of the Italian Government. But it was impossible to make that fact public. American forces were on their way to land in Italy, coincidentally with the surrender. It would have been folly to give the Germans advance notice that they were going to have to meet that move with no Italian assistance, or to give them time to put such pressure on Badoglio that he might have been forced to carry on. This was felt to be so secret a matter that only a very few high military and diplomatic officials were aware of the negotiation. Meanwhile our policy was being sharply criticized by able and honest men who drew the logical conclusions from what they could see. But the important things were the things they did not see, and any advance disclosure of the delicate negotiations then going on might have endangered or even wrecked their prospect of success.

We propose to do all we can to encourage an informed and intelligent understanding. Yet, when the materials of that understanding can not yet be provided, no government in a free country could expect, automatically and of right, that the people will always believe that when they don't know what is going on, everything is well in hand. The most such a government can hope is that eventually the people will be encouraged by experience to give the government the benefit of the doubt, to assume that it knows its business reasonably well unless subsequent experience should lead to a contrary conclusion. Just as little as possible should be taken on trust, but occasionally some things may have to be. In the present case, the African expedition and the surrender of Italy may be offered in evidence.

Censorship as A Weapon

(*Continued from page* 88)

sistently that it was not an investigative agency. It would deliver the raw materials to the intelligence agencies and others who had a legitimate war interest, but would not undertake to do intelligence itself.

Alongside the normal examination of communications, however, and actually as a part of it, it was necessary to undertake certain laboratory work. The search for secret writing in the mail, for instance, had to be done where the mail was, and not in the distant sanctums of an intelligence agency. Close collaboration with the intelligence laboratories was, of course, essential and it has been cultivated to a large degree. The skills developed in this particular field have come to constitute one of the major elements of offensive censorship.

The job was by no means done, however, when those who actually examined communications had been taught what to look for. Still remaining was the task of bringing all of the accumulated information into a central pool in orderly fashion, of comparing message with message to see where important interrelations might exist, and of delivering the product to the other agencies by secure means and in understandable form. For this purpose other intricate machinery had to be set up, manned by capable personnel, and geared to the greatest practical speed,—for censorship material often is perishable to the highest degree.

Substantial progress toward this goal has been made during the year. Security reasons prevent the disclosure of details, but it can be said in general that information derived from Censorship has made large contributions to offensive warfare through such means as the identification of enemy agents, the frustration of plots against the Government, the location of new sources of strategic materials and the prevention of attempts to circumvent wartime financial controls. Leaving out of account all that has been accomplished in keeping information from the enemy, the books show that Censorship has returned to the Treasury in dollars and cents several times the total cost of its operations.

Naturally such an intricate governmental machine could not be brought to perfect functioning within the space of a single year, or two years, or twenty. Which is just as well. All censorship is thoroughly undemocratic in its invasion of privacy and its repression of personal liberties. It can be justified only by the dire necessities of war. We may expect thankfully that the war will be ended long before the censor has opportunity to perfect his processes, or become a national habit.

Northwest African Strategic Air Force

(*Continued from page* 52)

those planes which had eluded our fighters. Additional B-17's backed up the B-25's and B-26's in western Sicily. At the conclusion of the day, over 200 enemy airplanes had been destroyed; mostly transports and escort fighters. A follow-up the next day put the enemy out of the air transport business. When they again accumulated enough air transports to constitute a menace, the Tactical Air Force had a field day and shot down almost a hundred of them. The fall of Tunisia on May 13th, came shortly after this.

A similar operation was directed not against hostile air transport but against the small boats (the large had been destroyed or didn't dare attempt the passage from Sicily to Tunisia) that were being used to bring into Tunisia a trickle of sorely needed supplies. We were particularly anxious to destroy these light craft in order to remove the enemy's last channel of escape. The operation was most successful and the "dunking" received by the large number of little boats would have made a mass evacuation impossible even though the enemy's ground forces had not been so effectively and expeditiously crushed by the ground army.

The air conquest of Pantelleria Island is known to all. After a day and night air attack lasting over two weeks and reinforced in its later stages by naval gunfire, our surface forces moved in on June 11th, to find that the enemy had already put out a white cross on the airdrome signifying surrender. This was a combined Naval and Air victory. The Strategic Air Force dropped 80% of the total weight of explosives laid on Pantelleria, the Tactical Air Force 18% and the Navy 2%.

The Sicilian campaign was the next step. A part of Strategic's contribution to this operation was the careful herding of a large part of the Axis air force into a small area in eastern Sicily and then destroying it there. The method was simplicity itself. There were a limited number of airfields in Sicily. We started on those in the west, destroyed as many planes as possible on the ground (the concentration was high and dispersal poor) with fragmentation bombs, then "post holed" the fields with demolition bombs until they were no longer usable. The remaining enemy planes were forced to move eastward, securing operational fields in the Gerbini area. An all out-air offensive then destroyed many of these planes and drove most of the rest out of Sicily. The almost complete freedom from air opposition experienced by our ground troops spoke highly for this operation and for the effective cover furnished by the Tactical Air Force.

Some time prior to the successful conclusion of the Sicilian campaign on August 17th, the weight of the Strategic Air Force attacks was directed against Italy. These attacks consisted of counter airforce operations, the cutting of rail lines and roads in Southern Italy to retard the evacuation from Sicily and prohibit regrouping of enemy forces in the south, and the cutting of roads and rail lines as far north as Brenner Pass to interfere with movement of troops and supplies from Germany into Italy.

The principal lessons learned from our operations in this theatre are:

a. The Hun is a methodical fellow and expects you to be. If he is successful on a particular line of attack, he repeats it. If you are successful, he will be waiting for you the next time. Therefore, never make a second attack exactly like the first. Mix up your plays.

b. High altitude day time precision bombing is the most effective and efficient type of strategic bombing but in order to assure this, it is necessary to keep down the enemy fighter opposition. As a consequence initial targets should be airdromes, and if possible, aircraft factories. Bomber effort must be redirected at these targets periodically in order to keep the enemy air opposition to our bombers neutralized.

c. Heavy bombers of the B-17 type can, without escort, attack areas which are strongly defended by fighters and flak, but the bombing will be more effective and losses less if fighter escort is provided.

d. There is no argument here regarding night and day bombing. Both are necessary. They complement each other. Carefully selected targets are attacked by day bombers and a follow-up by night bombers accomplishes additional damage and prevents repairs during the night.

e. Before any invasion of a strongly defended territory can be successfully attempted, the enemy airforce must be neutralized. The enemy fighters are most important. Without fighter escort their bombers are generally ineffective as they do not carry as much armament as ours and can be destroyed by our fighters.

f. A well organized and coordinated team—Army, Navy and Air Forces under one unified command and with the operations of each part of the team directed by experts in their own line of work—provides the ideal military combination.

Army Transportation

(*Continued from page* 95)

of the Ports, has been an outstanding success in avoiding the chaotic port congestion which occurred during the last war and in helping to maintain an even flow of supplies to shipside.

The Transportation Corps has also come to be a huge supply service with a procurement program embracing small boats and harbor and railroad equipment used in overseas operations. The need for all these items has grown enormously as large scale operations have been commenced in undeveloped areas and behind inadequate harbors. Large quantities of port equipment and thousands of boats and railroad cars and locomotives have been placed in service in various theaters of operations. In June of this year deliveries of transportation equipment to the Army Service Forces were 174% greater than in January of the same year, and the needs of prospective theaters of operations will far surpass any that we have yet been called upon to meet. In addition, the Corps organizes and trains the port units which unload the cargo overseas, and the railway units which carry it to the fronts and conduct other railroad operations for the Army in zones of combat. Sometimes these units receive honors and citations as did our railway troops in Tunisia and Sicily for their skill and swiftness in running trains under fire. Always, they provide essential support to the men who man the guns and fly the airplanes overhead.

This, in general outline, sketches the work of the Transportation Corps during the second year of our participation in the war. It has been a very large contribution, but we will have a much larger opportunity in the days ahead. The peak has not been reached by any means. More and more troops are being sent overseas and more and more supplies of all kinds will have to go with them and follow them. Their orderly movement to and through the ports to points of need overseas in accordance with strategic requirements will play an indispensable part in the total victory to come.

Shipping's Part in the War

(*Continued from page* 43)

1936 by the end of the war.

The Commission was directed by the Act of 1936 to create a Merchant Marine sufficient to carry a *substantial* portion of our imports and exports. At the end of the war our merchant fleet will be the largest any nation has ever had.

The Act directed that our merchant fleet should be owned and operated by citizens of the United States. At the war's end we shall have skilled private operating companies ready to receive the merchant fleet as fast as it can be absorbed.

It was stipulated that our Merchant Marine shall be composed of the best-equipped, safest and most suitable types of vessels, manned with a trained and efficient personnel. The ships around which we will build our post-war fleet are the fine, fast and modern C-types with which the Commission initiated its long rang program; tankers of modern design and high speed; the Victory Ships, mass-produced but higher powered vessels which will supersede the Libertys, beginning in the spring of 1944. These vessels will be the equal of any of their type afloat and meet every requirement of safety, equipment and suitability.

Ocean shipping will continue to be a dynamic industry. There will be evolution toward better ships, better service and new types of transportation. Air transport will enter the picture as a supplement and a complement to the Merchant Marine. But the merchant ships we are building now will be an immense factor in rehabilitating the war-torn countries and rebuilding economic and cultural relationships. Post-war conditions are already under study so that the Commission will be better prepared to meet the problems of the period.

Our immediate maritime problem is to help win the war. After that will come conversion of our wartime merchant fleet to the purposes of peacetime commerce and planning for its utilization to the best advantage in holding the hard-won peace.

The South Pacific: A Year of War

(*Continued from page* 47)

in the waters and on the islands of the southwestern Pacific.

Many months of unrelenting labor brought us to this desirable stage in the conflict. These were hard months of preparation, made harder by the fact that we started from scratch. We went into harbors where little if any docking facilities existed—and built them. We cut the turn-around time of cargo ships carrying vital supplies from weeks to days. Our magnificent engineers, Navy Seabees and Army units, hewer air fields out of jungles—and we got planes into them in time to stem all enemy counterattacks against our hard-won, new advanced positions. Sometimes it was touch-and-go. Often sheer guts, as exemplified by the Marine flyers who ferried gasoline drums into Guadalcanal in unarmed transport planes during the dark days of October, 1942, tipped the scales from defeat to ultimate victory.

It is with the deepest gratitude that I pay tribute to all these components of the South Pacific Force.

Thanks to their labors, we now have these springboards from which our future offensives must be launched.

This I can promise: we *shall* have offensives. It is not the nature of Americans, Australians, or New Zealanders to sit idly by while the enemy overruns their lands. Nor does anyone of us feel that he has begun to win until he reaches enemy soil. Taking back what was ours originally is just the start. Each of us has an appointment in Tokyo.

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and "Triumph" is back of you . . . backing you up with a never failing flow of 40 mm. shells, flares, and other munitions for the Army and the Navy!

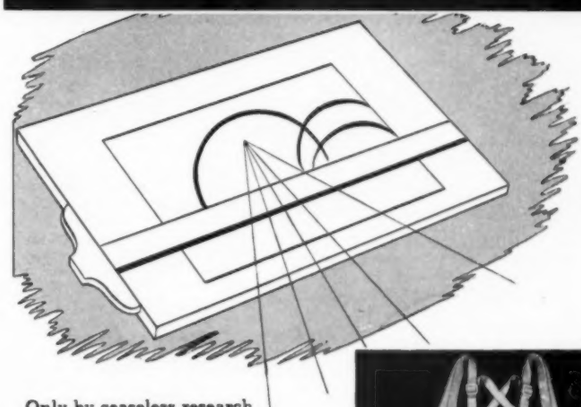
TRIUMPH EXPLOSIVES

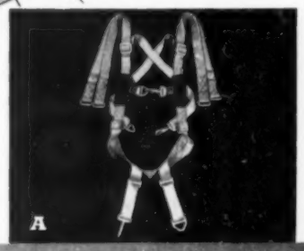
INCORPORATED

ELKTON, MARYLAND

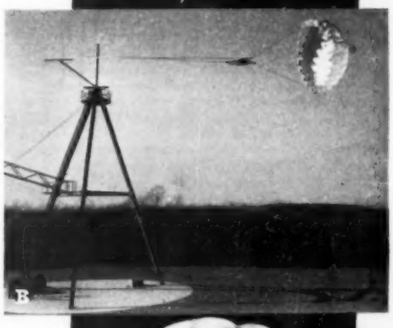
A YEAR OF ACHIEVEMENT

BACKED BY A LIFETIME OF EXPERIENCE





Only by ceaseless research and exacting engineering skills could such achievements in parachute design and construction be accomplished. Behind these pace-setting 1943 developments of the Pioneer Parachute Co. are years of experience and "know how" "Know how" that is proving itself on every battle front — experience that is having a far-reaching effect on the entire parachute industry.



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C. **FOOLPROOF, FOULPROOF PILOT CHUTE** — instant, positive action.

D. **PIONEER PARACHUTE PJ-B** — Lighter, thinner, more compact. Accepted standard by U. S. Army and Navy.

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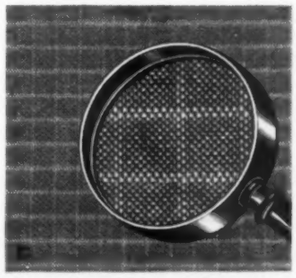

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The National Guard

(*Continued from page 73*)

Infantry

1 Brigade (2 regts.)—Puerto Rico—No change.

3 Regiments—No change.

1 Battalion—Alaska—No change.

2 Regiments (less 1 Bn.)—Hawaii—1 Regiment inactivated.

Medical

2 Regiments—No change.

1 Battalion—No change.

Miscellaneous

1 Signal Battalion—No change.

5 Anti-tank Battalions—5 Tank Destroyer Battalions.

4 Tank Battalions—No change.

1 Military Police Battalion—No change.

2 Radio Intelligence Companies — No change.

All units of the National Guard rendered surplus through reorganization have been utilized in building other divisions and as task forces, both overseas and within the continental limits of the United States. While certain units in the various theaters of operation have encountered the hazards and fatigue of combat, it should not be considered that these units of the National Guard have made the entire contribution of this component to our war effort.

All divisions and many separate units of the National Guard have provided at least one complete cadre to form the nucleus for a new division or regiment, and many of them have furnished two and three such cadres in addition to complete regiments detached as task forces. As examples of maximum contribution to the expansion of the Army, the experience of two divisions will suffice.

One division sent: One regiment of infantry at war strength to complete a Regular Army division. One regiment of infantry and a battalion of field artillery as a separate task force, and commissioned and enlisted cadres for three new divisions. In August of 1942 the strength of this division approximated less than one-third of the original strength of the division.

One other division furnished three (3) regiments of infantry and one battalion of field artillery for separate task forces at intervals of approximately ninety days, in addition to commissioned and enlisted cadres required for two new divisions. From the nucleus remaining in the division, two (2) new regiments of infantry were organized with only one of the original infantry regiments remaining with the division.

The task of rebuilding these divisions, particularly when it is considered that the filler replacements were untrained men, can only be fully appreciated by those who undertook the task. While the service of the divisions mentioned might be equalled, it is believed that their contribution to the war effort has not been exceeded.

The record of National Guard officers during two and one-half to three years of Federal service warrants honorable mention. Obviously individual accomplishments cannot be included, but for the purpose of this article it is perhaps enough to say that ninety-one per cent (91%) of the officers inducted with the National Guard remain in service. Of the nine per cent (9%) eliminated, seventy per cent (70%) was due to natural causes incident to physical disability, death, statutory age and retirement. While the foregoing percentages relate to the 20,918 officers inducted with the National Guard, it should be noted that additional commissioned officers were furnished for the Army of the United States from enlisted personnel of the National Guard. Exact figures are not presently available, but reports from divisions and separate units indicate that an estimate of 60,000 commissioned from the ranks is conservative.

Although reports received by the National Guard Bureau have been meager, originating largely through personal contacts, there is enough in authentic information available to certify that the combat efficiency of National Guard units in contact with the enemy have met the best traditions of our service. In all theaters both at home and overseas the National Guard has demonstrated conclusively that it is not merely a peace-time force, but is a force prepared for war emergencies.

To the officers and men of the National Guard who have supported National Defense in all its phases through twenty-five years of peace and war, comes the personal satisfaction reflected in achievement through effective effort, together with a justification of the confidence of the American people who have sustained that effort with their loyal support.

Care of Battle Casualties

(*Continued from page 78*)

cover and the hospitalization period that has been prescribed—either 90, 120, or 180 days—he is transferred by hospital ship to a general hospital in the Zone of the Interior for definitive care.

At these general hospitals, of which there are now some 48, the battle casualty is treated until he reaches maximum hospital improvement, when he is either returned to duty for combat, discharged to his own care on C.D.D., or is transferred to a Veterans Administration Facility for domiciliary care.

Our forces are fighting in climates ranging from tropical to arctic and corresponding variations are necessary to preserve the health of troops and in the treatment for battle casualties. Obviously, certain steps are eliminated, in the small islands of the South Pacific and equipment normally carried on trucks is transported by plane, mule, or by hand. Regardless of means, the calibre of medical services remains constant in all Theaters of Operation, both at home and overseas, where approximately 600,000 officers and highly-trained enlisted men of the Medical Department now are serving in the Ground Forces, Air Forces, and Army Service Forces.

Naval Medicine in the War

(*Continued from page 79*)

and of those naval medical officers attached to Marine Corps organizations at this base have been characterized by close and effective collaboration. The regularly conducted clinical conferences at this hospital have been attended by the medical officers attached to the Army, Navy and Marine Corps and to the military organizations of our Allies. Regular tours of inspection have been made by the Force Surgeon to all outlying sickbays and to aid stations and hospitals on the base.

At this hospital, I might add, the mortality rate in the first year of operation was an almost incredibly low 0.3 per cent. Sixty-five per cent of all patients cared for were returned to active duty. The remainder were evacuated farther to the rear by hospital and ambulance ships and, of this number, many subsequently were pronounced fit enough to be ordered back to duty.

"One of the most remarkable and successful features of this enterprise," stated the hospital's commanding officer, "has been the smooth integration of the ambulance - plane transportation of patients from the scenes of land or sea combat with their prompt arrival at this hospital and the subsequent evacuation of selected patients by hospital or ambulance ships. The ambulance planes were well equipped for the transportation of both stretcher and ambulatory patients. The pilots of these unarmed planes performed their duties magnificently, flying often under the trying conditions of unfavorable weather and harassment by the enemy. In each plane a medical officer or a hospital corpsman accompanied the patients and administered such supportive measures as were required. often, men who had been wounded during the early hours of the morning would be received at this hospital during the afternoon of the same day. Medical officers and hospital corpsmen met each plane with the required number of ambulances. If further first-aid measures were indicated, they were administered on the spot, in a hut provided for that purpose at the airfield."

Not on the spectacular side, yet unlimited in their possibilities in saving life, maintaining physical fitness and expediting transportation of the wounded, were the advances in naval medical research during 1943. A new activity, established only in October, 1942, the Naval Medical Research Institute developed emergency rescue aids, an anti-flash burn cream of proved merit, an improved litter and numerous other implements of military medicine whose description herein is inhibited by security.

We are embarking upon our third year of war. Our greatest trials lie before us. Casualties will be many. Nevertheless, I not only express the hope but say with resolute confidence that everything humanly possible will be done by the medical department to attain still loftier goals in restoration of the disabled and maintenance of the well in the United States Navy.

Army Dental Corps

(*Continued from page 78*)

surgery courses given at the Army Medical Center, Washington, D. C. and certain civilian institutions.

More than 600 selected inductees that have been assigned to The Medical Department are sent to dental technicians schools each month for a three months' course. Some of these students become proficient dental laboratory technicians, while others are utilized as dental assistants.

To date the incidence of Stomatitis Vincent's (trench mouth) has been maintained at the low level of approximately 3 per 1,000 per month. A more adequate nutritional regimen, plus a better oral hygiene program, no doubt, account for the lesser number thus far in this war.

Jaw fractures have occurred to a lesser extent thus far in this war than anticipated with the many mechanized units. The rates for fractured jaws for all overseas troops at present exceeds that of this country by three times, yet the total in foreign theatres is only about 1.5 per 1,000 men per month.

Cellulitis and osteomyelitis too have been kept at a remarkably low rate during this war. Better dental facilities, and more adequate supplies, as well as, a more effective organization in the Army Dental Corps have kept the rate for cellulitis down to slightly less than 2 per 10,000 troops per month, while the incidence of osteomyelitis has been about .05 per 10,000 per month.

Lend-Lease in the War

(*Continued from page 42*)

communications equipment and spare parts for trucks. Currently the majority of lend-lease goods for China is being stockpiled in India, ready for delivery when the Burma Road or other supply lines are opened. Meanwhile, a Chinese army is being trained in India with lend-lease weapons.

Lend-lease shipments to Australia and New Zealand have consisted principally of military equipment. Like India, these two countries are becoming major supply bases for the offensive against the Japanese, and the lend-lease goods sent there have been used in the United Nations campaign in the southwest Pacific. In our aid to Australia and New Zealand increasing emphasis is being placed on the development of their natural resources for production of munitions and foodstuffs to feed our troops.

Of tremendous importance to the war effort of the United States is the reverse lend-lease aid which we receive from the other United Nations. Our forces in the United Kingdom have obtained without payment by the United States, supplies and facilities, including barracks, airfields, hospitals, and recreation facilities, transportation, guns, planes, bombs, food rations, and many other items. The British also have convoyed and transported a large part of our troops in the landings in North Africa, Sicily and Italy. Likewise, in Australia and New Zealand our forces have received almost all of their food requirements, as well as articles of clothing, barracks, hospitals, and recreation facilities, without cost to us. In the Middle East the British have provided maintenance items, including food, clothing and equipment, for our men.

In short, through lend-lease and reverse lend-lease each of the United Nations is contributing in accordance with its ability and resources to the common pool of weapons and materials. In this way the United Nations are striking at the enemy with maximum effectiveness. As the President has said, "By combined action now, we can preserve freedom and restore peace to our peoples. By combined action later, we can fulfill the victory we have joined to attain."

The 14th Air Force—China

(*Continued from page 41*)

stroyed 422 confirmed enemy 'planes in the air, 204 probables, and smashed 123 planes on the ground. Our combat losses have been 54 planes. These figures need no embellishment. They tell stoically and factually the story of our successes in China.

Operations of the 14th Air Force have encompassed tremendous distances. We have hit the Jap in a great circle extending from Swhebo, Hankow, Nanchang, Swatow, Hongkong, Hainan Island, Haiphong and Hanoi and sent 55,000 tons of enemy shipping to the bottom. Our air force has always retained the first essential of modern air warfare; we have remained mobile. Utilizing the bases built by Chinese labor, we have been able to strike quickly in any direction. As a result of our flexibility and mobility, the Japs are unable to present an effectve defense at any point.

Last May when the Japanese mustered his forces for a drive on Chungking, the 14th Air Force worked in close cooperation with Chinese air and ground forces to hand the Nipponese a sound defeat. The continuation of Chinese ground-U.S. air liaison is a major step in the great task of driving the Jap from China. The Chinese people, after more than six years of seeing their men, women and children killed and their homes destroyed, have taken new courage from the growing might of the 14th Air Force. The sound of motors overhead no longer strikes terror to the heart of the Chinese. The star and triangle of the Army Air Forces has become familiar to them. When our bombers and fighters wing their way over the Chinese lines to lay their loads of destruction, the Chinese soldier knows that his ancient enemy is now on the receiving end of the punishment he has so long endured.

The 14th Air Force has hit these aggressors often, and has hit them hard. We have sought them out and carried the fight to them. With the ever growing strength of the American forces in China, the Japanese know that their time is running out and that the offensive has passed to the United Nations.

India's Fifth Year at War

(*Continued from page 40*)

fashion unless the features of geography are reversed.

This is implicit, both in the new conception of the Allied strategy to be applied to this theatre of war and the choice of the new Commander-in-Chief. Japan's defeat in Burma will be accomplished by combined air, sea and land operations. Air power must be used to paralyze the enemy's communications, to protect the surface vessels of the Allied navy and to provide cover for the landing armies. Both the Navy and the Air Force must be employed to drive the Japanese from the advanced bases which now protect Japanese forces in Burma against attack from the West. To the extent that this may be feasible, pressure must be exerted across India's land frontiers first, to contain the enemy, and then to follow him and harrass him in his inevitable retreat. Through the long months of waiting, Allied air power has been built up for the assault; nearly a million Indians have been employed for the construction of the requisite airfields and airdromes. The surrender of the Italian fleet should relieve powerful naval forces for the coming struggle in the Indian Ocean. Allied troops, Indian, Chinese, British and American, numerous and, let us hope, by now fully trained and armed, stand ready to march. When massive blows begin to fall on the enemy is a secret of the Allied High Command. What can be predicted with safety is that in the impending assault on Japan's Burma fortress, India's armed forces will bear their due share in the hazard of battle and the pride of victory.

Reports of Action

(*Continued from page* 65)

southern front, extending from Burma, 5,500 miles to the Solomon Islands, to meet our attacks which are involving them in losses so destructive as to threaten the maintenance of their air power and the efficiency of their sea forces.

By the summer of 1942 a large amount of equipment had accumulated in India which could not be transported into China under the limiting conditions of air traffic. It was therefore decided to move the Chinese troops to the equipment rather than follow the usual procedure of delivering equipment to the troops. A considerable Chinese force had retired into India on withdrawing from Burma and this was the nucleus around which General Stilwell developed a highly modern training center for infantry, artillery, and the supporting arms and services. This project has developed with most gratifying results, providing complete tactical units thoroughly indoctrinated as to technique and tactics in the use of weapons with which they are equipped, and furnishing cadres for the training of Chinese divisions beyond the mountains in China proper.

A somewhat similar project has been carried out for the training of Chinese air cadets in the United States and with our Tenth Air Force in India.

Operations in Alaska

Advanced airfields were developed by troops landed on Adak August 31, 1942, from which the first mass raid against Kiska was launched on September 14. The Japanese air forces in the Kiska region were soon destroyed and his attempts to reinforce the garrison were rendered relatively ineffective by the destruction of his shipping en route to Kiska.

Bases still farther west were required to strengthen our air position in the Aleutians. Consequently in January 1943, an American task force landed unopposed on Amchitka, 69 miles east of Kiska. In less than a month the fighter strip had been developed and our aircraft was operating from this advanced base against Kiska and Attu.

In the late spring shipping and materiel, though limited, at last became available to launch a formal challenge to the enemy's occupation of the Aleutians. A task force composed of a portion of the 7th Infantry Division, reinforced, landed on Attu Island, the outermost island of the Aleutian chain, on the morning of May 11, heavily supported by its naval escort. Heavy fogs limited air action. Despite the mountainous character of the country, deep snow, and the absence of roads, the troops, strongly supported by our Navy and by the air forces so far as the weather permitted, fought their way across the island to encircle the Japanese troops defending Chichagof Harbor. There on May 31 the operation was successfully terminated after a loss of 512 American soldiers against the annihilation of 2,350 Japanese.

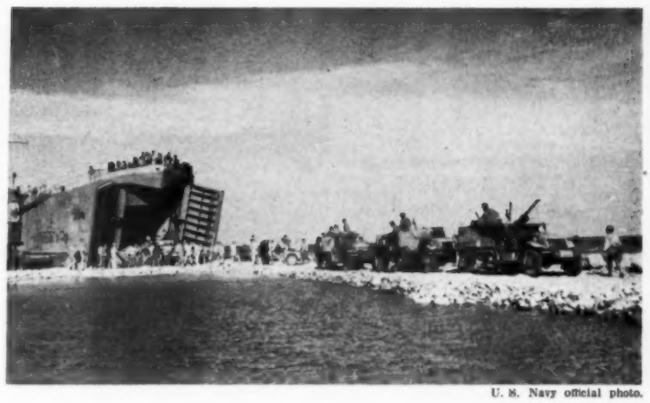
The capture of Attu evidently came as a complete surprise to the enemy who had anticipated an assault on Kiska which now lay trapped by our planes and naval craft operating from Amchitka and from Attu, a fighter strip having been completed in 12 days on the latter island.

With the occupation of Attu by our forces, the enemy position on Kiska became untenable. On August 15 a landing force was put ashore at Quisling Cove on the western coast of Kiska, which met no opposition, the enemy having evacuated the garrison to avoid further losses.

The Eleventh Air Force

(*Continued from page* 60)

18 July '43, and 11 August '43, elements of the Eleventh Air Force successfully executed combat missions in force on these bastions. Tokyo lies only thirteen hundred miles beyond Paramushiru and Hokkaido targets are within a nine-hundred mile range thereof. The north Pacific route through the Aleutians is another road to Tokyo and is now open to our long-range bombers.



U. S. Navy official photo.

It Makes Us Feel Proud!

To know that our stern anchor winches are a part of the splendid performance of the LST Type Ships.

Wherever history is being made, these ships are helping make it—on the shores of Attu—The Solomons—Sicily—these American superlanding craft have rolled onto the beaches, discharging needed cargoes for our invading forces, and then have efficiently slid back into the waters carrying wounded personnel to safety.

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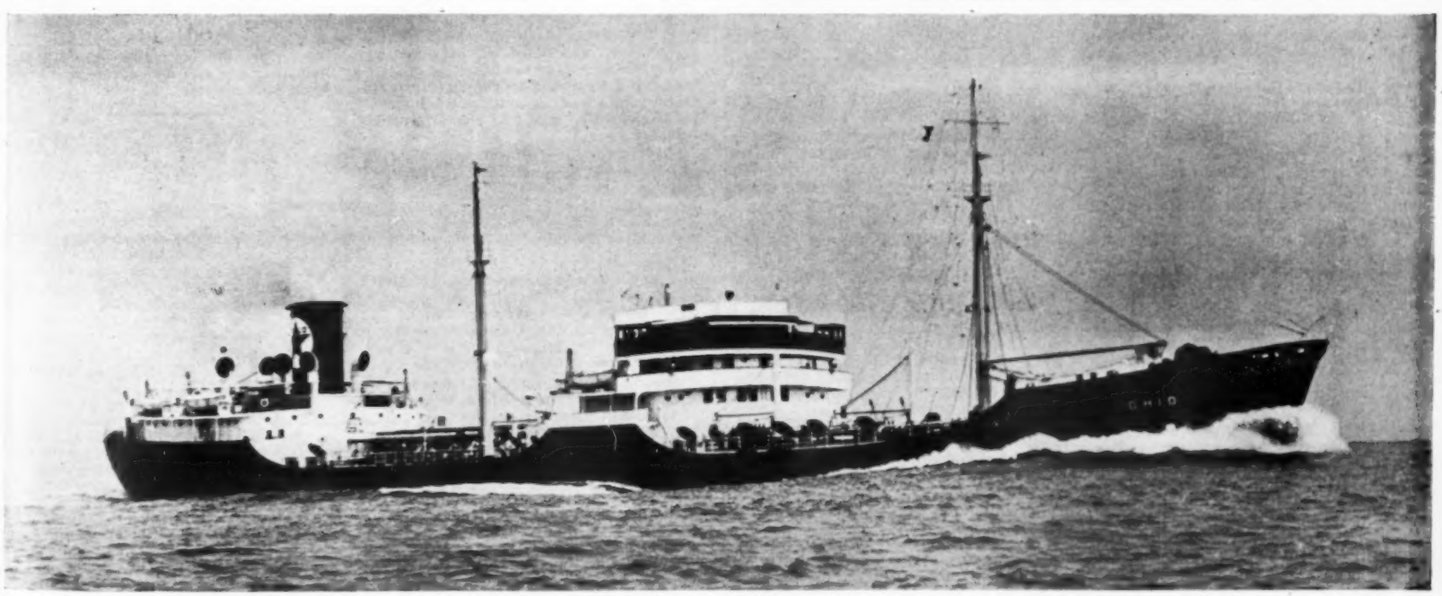

The Tanker "Ohio" withstood Axis torpedoes and bombs to deliver desperately needed cargo to Malta.

Today the employees and management of The Sun Ship Organization are continuing to build more and more ships and equipment for the Army and Navy and are regularly purchasing *more* War Bonds

SUN SHIPBUILDING AND DRY DOCK CO.

CHESTER, PA.

The Service Force Atlantic Fleet

(*Continued from page* 61)

hull, armament and related equipment has become increasingly difficult and broader in scope. This, coupled with the changes and alterations vital to the improvement of offensive and defensive power of vessels, places repair and construction facilities under a heavy load. To meet this ever-increasing work load, the Maintenance Section of the Staff endeavors to coordinate and utilize to maximum degree all repair facilities such as tenders, private repair yards, bases and navy yards.

Under the Maintenance Section of the Staff is included Fire Fighting Prevention Inspection and Advisory Service whose methods of inspection and duties have become standard throughout the Navy.

Training and inspection of vessels of the Service Force insure that new ships get a proper start and that the older ships maintain efficiency. A Tactical School has been established to afford officers some opportunity for tactical "skull practice." The training of ratings aboard ship to man the fast-growing fleet is an important all Fleet job which has received loyal support.

The Atlantic Fleet Medical Officer is a member of the Staff of Commander in Chief Atlantic Fleet as well as of the Service Force. He supervises all matters pertaining to the health, sanitation, and hospitalization of activities afloat and ashore for which Commander in Chief Atlantic Fleet is responsible.

Supervision of target practice facilities which include providing targets, setting up aerial and surface towing facilities, and furnishing aerial and surface camera party services are other functions of the Service Force. Facilities are made available at various home and outlying bases to best meet the needs of the Fleet. Personnel and material are reassigned as necessary to meet changing conditions.

The Utility Wing of the Service Force furnishes planes over a wide geographical area. They specialize in furnishing aerial towing services to the Fleet and various training centers. They also continuously engage in experimental projects to improve the efficiency of aerial target services, contributing to improving AA gunnery efficiency of the Fleet.

During one typical week in an area supervised by the Commander Service Force, thirty-six individual commands or units scheduled a total of 135 gunnery exercises. At the peak of that week's activities, planes from one Utility Squadron flew 118 plane hours in a single day to service surface vessels in that area alone. During a record month this same squadron flew a total of 2450 plane hours.

Ammunition distribution and shipments as directed by the Bureau of Ordnance are made by this command to the various operating areas that are assigned to Atlantic Fleet surface and air units.

Our contribution in supplying ammunition for the Sicilian campaign was unusual in tonnage and quantity. In cooperation with the Bureau of Ordnance, Commander in Chief Atlantic Fleet, and various ammunition depots on the east coast, Commander Service Force arranged for a shipment of all required ammunition.

Supervision of the gunnery training of Service Force vessels and the work performed by specialist officers attached to the Ordnance Maintenance Unit are other duties of the Force Gunnery Officer.

The Service Force controls radio, sound and other special equipment of vessels of the Atlantic Fleet as directed by Commander in Chief Atlantic Fleet. Supervision over the communications of the Service Force is exercised and to meet a need, a school for practical communications has been in operation for nearly a year.

The Commander of the mine craft organization of the Service Force has accomplished an outstanding job. This command administers, equips, trains, inspects and operates a large force of mine sweepers and mine layers of several types. These operate geographically as a widely spread force in the Atlantic and Mediterranean. Many of these units, as well as those of auxiliary types, are under the operational control of other Task Force Commanders, but administrative responsibility rests in the Service Force. The mine craft command cooperates with the department in assigned tests and development work.

The relations of the Service Force with other naval commands and with the commanding generals of the Army Ports of Embarkation are cordial, well integrated and effective.

The Hemisphere's Role in a World at War

(*Continued from page* 77)

tion courses that are being given to the young North Americans who will fly the bombers and fighter planes that will pace the final drives on Berlin and Tokyo.

Brazil, Mexico, Cuba and others are helping the United States and Canada guard the ocean highways of the New World. The Chilean air force is guarding the Strait of Magellan against Japanese blockade runners, while Brazilian and Mexican naval vessels and planes and Cuban patrol boats are joining in the vigorous campaign against the German U-boats.

Although Hitler has sent out his submarine wolfpacks armed with deadlier torpedoes and anti-aircraft guns, the Allied forces continue to take a heavy toll of the undersea marauders wherever they dare to strike along America's ocean life lines.

Secretary of the Navy Frank Knox declared recently that "submarine warfare will be serious to the end of the war." He made this statement on his return from a 25,000 mile tour of European battlefronts. Enroute home, he inspected bases running north along the Atlantic coast from Recife, Brazil, and said the installations formed a "competent defense organization."

Mr. Knox paid particular tribute to Brazil's increasingly substantial contribution to the anti-submarine war.

"The Brazilian picture," he said, "is one of marked and gratifying progress."

Meanwhile, in one of the most important documents of this war, General George C. Marshall paid tribute to the military cooperation of the other Americas in his brilliant biennial report to Secretary of War Henry L. Stimson.

General Marshall outlined the aid given by the other American republics in strengthening the defenses of the Caribbean area and the Panama Canal, and in stamping out fifth column activities in Latin America.

The success of the hemisphere defense program was indicated by General Marshall's statement that today the United States is "not justified in maintaining large air and ground installations in the Caribbean—and even in the Panama Canal Zone itself so far as mobile ground forces are concerned."

General Marshall cited the work of the Inter-American Defense Board, composed of high military and naval technicians of all the American republics. The Board was established in March, 1942. Its charter is contained in the resolutions of the Third Conference of Foreign Ministers held at Rio de Janeiro in January, 1942. During the year, the board has worked in cooperation with leaders of the United Nations in further coordinating the strategy of the New World in the war.

In September, General Marshall saw an impressive demonstration of the great power mustered by one of the largest of the American republics for the purpose of defeating the Axis. Visiting Mexico City for the 133rd anniversary of Mexico's independence, the United States military leader watched more than 30,000 troops, part of Mexico's new mechanized army, pass in review. General Marshall's visit was the first ever made to Mexico City by a United States Army officer holding the rank of Chief of Staff.

Twice in 1943 President Roosevelt paid unprecedented visits to Good Neighbor republics. In January, enroute to Washington from the momentous Casablanca conference, he stopped at Natal, Brazil, to meet President Getulio Vargas. In April, Mr. Roosevelt crossed the border for a meeting with President Manuel Avila Camacho of Mexico.

Long-range plans to guard the "future safety of all the Americas" were made at the historic conference between President Roosevelt and President Vargas. In a joint statement, the two presidents agreed that "it must be permanently and definitely assured that the coasts of West Africa and Dakar never again under any circumstances be allowed to become a blockade or an invasion threat against the two Americas." Moreover, it is the aim of the two big republics "to make the Atlantic Ocean safe for all," the statement emphasized.

President Roosevelt's meeting with President Vargas set a new precedent in United States history. It marked the first time that a North American Chief Executive had conferred in wartime with the head of another American republic on territory outside the United States.

The meeting of President Roosevelt and President Camacho at Monterrey, and later on United States soil at Corpus Christi, was a dramatic demonstration of the unity and cooperation of the Americas. The two Chief Executives proclaimed a brotherhood of arms of their two republics, and jointly pledged to fight through to final and complete victory over the Axis so "that the Good Neighbor Policy may be extended to achieve peace and security for the whole world."

By radio from Monterrey, millions of Americans heard President Avila Camacho address these words to President Roosevelt:

"You have been witness of the enthusiasm with which my fellow countrymen have assumed the burden assigned to them by these virile times, both in the carrying out of military service and in the multiple activities required by the industrial and agricultural mobilization of the country. You see gathered together diverse representatives of a particularly enthusiastic and hard working region. The other regions of the Republic of Mexico have also united in the rhythm of a production which is continually furnishing a quantity of aid to the arsenal of Allied production."

The historic meeting was the first face-to-face conference of the Presidents of these two republics in 34 years. Roosevelt's visit to Monterrey was the first time a United States President had traveled so far into Mexican territory.

During the year high military, aviation and naval officials, statesmen, educators —distinguished leaders in many walks of life—inspected military installations and war plants in the United States, and mapped further steps in the inter-American fight for liberty and justice.

Among the distinguished leaders from the other American republics who visited Washington during the year were: General Penaranda, President of Bolivia; President Elie Lescot of Haiti; Major General Eurico Gaspar Dutra, Minister of War of Brazil; Dr. Joaquim Fernandez y Fernandez, Foreign Minister of Chile; Joaquim Pedro Salgado, Jr., Air Minister of Brazil; Lt. General Manuel Tovarias, Air Minister of Chile; Col. Orozimbo Martins Pereira, Director of Civilian Defense of Brazil; Arturo Bustamente, Undersecretary of Finance of El Salvador; Vincente Tillingworth, former Minister of Finance of Ecuador and presently President of the Ecuadorian Development Corporation; and many others.

And so today twenty American republics are united for victory. And after victory? They will continue to build upon the sturdy foundation of the Good Neighbor Policy.

That pattern of peace—of sharing resources, of cooperative development—has proven its worth. As our Commander-in-Chief, President Roosevelt, pointed out in his recent message to Congress:

"The policy of the Good Neighbor has shown such success in the hemisphere of the Americas that its extension to the whole world seems to be the next logical step. In that way, we can begin to keep faith with our sons and daughters who are fighting for freedom and justice and security at home and abroad."

The Navy Nurse Corps

(*Continued from page* 80)

Reserve of the Naval Reserve, and the Women's Reserve of the Marine Corps will be hospitalized in Navy hospitals and their nursing care will be her professional responsibility.

Beyond the continental limits navy nurses are on duty in the Atlantic from Argentia, Newfoundland to Trinidad, B.W.I., Bermuda, Virgin Islands, Puerto Rico, Guantanamo Bay, Coco Solo, Balboa. In the Alaskan sector from Sitka to Adak, Kodiak and Dutch Harbor. The war in the Aleutians necessitated the services of the nurses on one of the islands in that attenuated line reaching out from Dutch Harbor toward enemy lands. The South Pacific, the New Hebrides, New Zealand and Australia, all have Navy units with their hospitals staffed by navy nurses. The wounded coming in from battle areas are hospitalized in the island hospital units and then transferred for further hospitalization elsewhere. Nurses are assigned to the hospital ships in advance positions and contribute their share in caring for the wounded in whatever unit of operation their ship is attached.

The requests for foreign duty exceed the needs at the present time. Nurses are willing to go anywhere to care for the wounded. They want duties that are different and in a different land regardless of the inconvenience entailed by this radical change of living and environment. They are willing to accept almost any risk as recently exemplified by nurses in New London who successfully completed the submarine escape test and were awarded the usual certificate accorded to the men in this training camp.

Their wishes will be realized probably by expansion of hospital units and rotation of assignment to give all of them an opportunity to serve beyond the boundaries of their homeland and they will better appreciate the United States when they are again restored to its continental limits.

Army Nurses in the War

(*Continued from page* 80)

given to soldiers. Nurses march in close order drill, pitch tents, crawl under line of live machine gun fire, learn practical tricks of the field. Reason: Medical detachments move forward with the troops in World War II, nurses serve 5-15 miles from the line of battle. The orientation course, also given in the training centers for newly appointed nurses, acquaints them with military courtesies, articles of war, military law, and military correspondence.

Army nurses are serving in 32 countries outside the continental United States and at 537 Army posts at home—wherever hospitals are set up for the care of American troops. In keeping with the high traditions of her profession, the Army nurse has contributed in many ways to the high recovery rate of the wounded in this war. The Army Nurse Corps serves overseas in surgical field units, in evacuation hospitals, station and general hospitals. Nurses are assigned to evacuation planes and hospital trains, to transports and other Army ships carrying wounded. For bravery under fire they have won innumerable citations and awards for meritorious service. In all Army hospitals in the United States, the full benefits of the miracles made possible by speedy evacuation of the ill and wounded are further abetted by the ministrations of the Army Nurse.

On December 7, 1941, the total number of nurses on duty was less than 1200. Less than 300 Army nurses were assigned to overseas stations.

Today, the Army Nurse Corps has grown to a strength of 33,000, with a Procurement Program under way to increase this number to 51,000 before the end of the fiscal year.

Army Communications in Today's War

(*Continued from page 70*)

required by the Air Force is installed and operated by Air Corps personnel and Signal Corps units attached to the Air Force for that purpose. The far-flung aircraft warning systems of the Air Force are operated by Signal Corps troops.

The signal communication system of a modern field Army starts with the most advanced elements. In the early stages, it reaches to and from the advance reconnaissance detachments, both on the ground and in the air, through their vehicular or airborne radio sets. When contact is gained, it reaches to the front line by means of messengers and the "walkie-talkie" radio sets of the forward artillery observers. Within the battalions we find the system growing until, in the infantry regiment and division artillery, communication nets develop into full-scale layouts, involving wire, radio and messenger communication. The division, corps and Army systems are extensive and include a large amount of telephone and telegraph facilities.

Back of all the communication in the field is the Army communication system, installed and operated by the Signal Corps and connecting all the theaters of operations with the high command in Washington. This employs the most modern high speed equipment operating over land wire lines, submarine cable and high power radio. This system handles nearly 200,000,000 words per month and is the largest and most far-flung communication system the world has ever seen.

Communication is the nerve system of an Army and provides the channels of command. Without a good signal communication system, a commander is impotent and loses all control and direction of operations. The greater dispersion and increased mobility of modern armies make the army communication of today even more important than it has been in the past.

Amphibious Warfare in the Pacific

(*Continued from page 59*)

Pacific large island masses are unknown; the climate is moderate and operations may be conducted the year round; beaches and terrain will be of the atoll-island type, with attending difficulty of approach; distances are such that ship-to-shore and shore-to-shore operations may be combined; air attack will be accentuated and mass deployment of troops will neither be required nor possible.

In the South and Southwest Pacific an entirely different problem is presented. Here large island masses are linked by chains of smaller islands, some mountainous, some swampy, all infested with tropical jungle growth, poorly charted and surrounded by dangerous coral reefs; tropical diseases, especially malaria, are prevalent; the ultimate supply line is at its maximum; the existence of many strategically placed Jap air bases makes air superiority mandatory, and the coordination of all air, sea, and ground forces is called for in the very highest degree.

In no other type of operation does the coordination and cooperation of all branches of all the various services play so vital a part. Landing Forces have been composed of troops from the U. S. Army, Marines, Australians, New Zealanders and Canadians (sometimes jointly, sometimes singly). Attack transports and landing ships are manned both by the Navy and the Coast Guard. Supporting transports and cargo ships have been manned by the Merchant Marine. Air support has been given by land based Army, Navy, and Marine planes of all types and by carrier based striking and covering forces. Naval task forces including all types of combatant vessels from battleships to converted yachts have been assigned to the various operations. Planning, command, and communications have indeed been "joint" in the finest sense of the word.

Hydraulic power systems that automatically control 90mm anti-aircraft guns — and the synchronous motors used in the remote control systems of 40mm AA guns.

Everything we make and own is in this fight. Our peace-time products — Dishwashers, Peelers, Mixers, Food Cutters, Coffee Mills, Slicers, and Scales — are now at work in training camps, with the fleet, and at the front. In addition, precision-made munitions produced by Hobart are making themselves felt in the growing tide of America's offensives.

For many years, Hobart has been a world-wide organization. It remains a world-wide organization as its products go forward with the advance of our forces on all of the islands, on all of the seas, and on all of the continents where Victory is being won.

ARMY E NAVY

THE **Hobart** MANUFACTURING COMPANY • TROY, OHIO

FACTORIES IN TROY, DAYTON, GREENVILLE, U.S.A.
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FAMILY AFFAIR

BICKERING factions in the United States, Adolf? Lack of unity in a democracy, Tojo?

They were bad guesses, weren't they?

Judging by results, a mighty solid front drew together when Pearl Harbor pressed the button.

In the oil industry, peacetime competitors joined hands, swapped patents and processes, pooled equipment where necessary . . . in order to give the Services all they'd need of 100-plus octane gasoline, of lubricating oils, of TNT and butadiene and other things.

For it's a family affair. The men who help through oil at home, themselves have sons and brothers in our armed forces.

And they shall not want.

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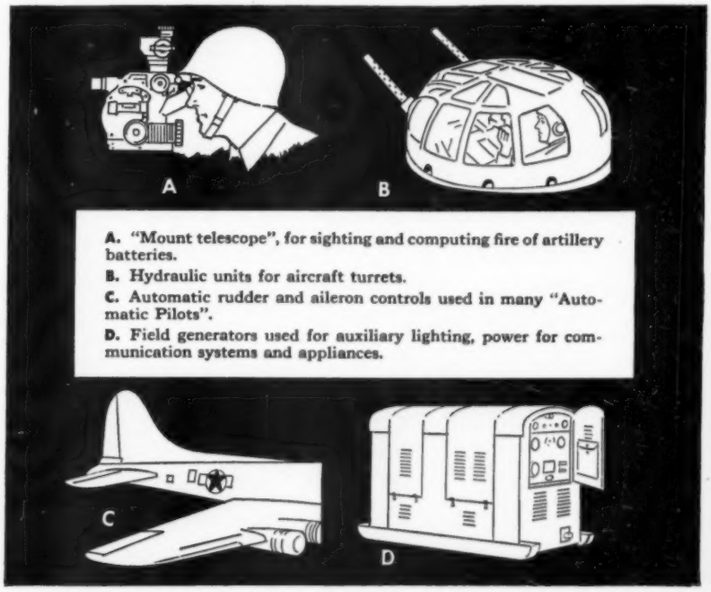

A. "Mount telescope", for sighting and computing fire of artillery batteries.
B. Hydraulic units for aircraft turrets.
C. Automatic rudder and aileron controls used in many "Automatic Pilots".
D. Field generators used for auxiliary lighting, power for communication systems and appliances.

Marine Corps Aviation

(*Continued from page 66*)

as the rain water could not drain through the hard clay. Consequently the "Lunga Area" was a perpetual sea of black mud. The Japs in their haste to develop an air field, which was accomplished during the dry season, merely scraped off the 18 inches of black mud to get down to the "hard clay." Thus the runways at Henderson Field were in a potential canal which could fill up at the first intensified rain and would completely bog down all aircraft operations. *This* was what we captured, not any National Airport. But it was a very valuable asset nonetheless, and without it we most certainly would never have been able to hold the island.

Gas subsequently was brought in to Henderson Field in captured trucks, rolled up in drums and pumped into the planes with makeshift appliances. Bombs were put into planes *by hand*. Ground crews set records for endurance, courage, and skill. Planes became unserviceable after 40 hours — not after several-hundred hours, which is normal. Engines were constantly changed, and ground crews, geared to handle 20 ships, oftentimes found themselves handling three times that number—many times during enemy shelling attacks. Added to all this were the mosquitoes, the exhausting heat, the mud and the insects—and the depressing knowledge that no matter how many Jap planes were knocked down, there'd be twice as many coming in the following day. As one Marine pilot aptly put it. "The Japs must have an airplane factory over at Rabaul."

Despite all this, between the middle of August and the middle of November, close to 500 Jap aircraft of all types were blasted out of the skies by planes operating from the Marine-reconstructed airfield on Guadalcanal—and this does not include the "probables" and those destroyed at enemy airdromes.

The record of our dive-bombers and torpedo planes is equally good. During the first three months at Guadalcanal, they sank or destroyed at least 26 Jap ships, including a battleship, one heavy cruiser, and 16 transports. In addition, three Jap destroyers, two light cruisers, and another heavy cruiser are believed to have been sunk, and 24 ships damaged. Their repeated heroic attacks on November 14th, when they shattered a Jap invasion fleet, saved the Marine and Army garrison on Guadalcanal from an overwhelming blitz by scores of thousands of Jap shock troops. That memorable day they sank five of the Jap transports before they reached Guadalcanal, set three ablaze, and finished off the remaining four in the morning after they had been beached.

Prior to this and climaxing a three-day assault, in the early hours of October 14th a Jap surface force of cruisers and destroyers stood in the channel of Lunga Point and for almost two hours poured steel and high explosives onto the airfield. Noon the next day saw a terrific enemy air assault, blasting the already shell-torn field already strewn with our own battered planes. That same night a Jap invasion armada swept down from the Northwest—the Nips confident that their terrific naval shelling had knocked out our meagre air power, leaving a path clear for the invaders. Had it not been for a miracle of heroically swift and skillful repair work on our planes, the Japs' confidence might well have been justified. The attackers approached in two columns—8 warships and 6 big transports, the latter filled to the gunwhales with men and equipment. Our dive-bombers concentrated on those transports. Major Jack Cram, newly arrived from the States, hung a torpedo on an old Catalina flying boat, flew out among the speedy Zeros and the AA fire, sank one of the loaded transports and lived to tell about it. The Jap landing was made all right, but most of it not on the island.

A fair idea of what our Marine dive bombers contended with day in and day out during those early days of Guadalcanal is contained in an official report of one officer's activities, not by any means an exception. Wrote Colonel Al Cooley, C.O. of all bombers based on Guadalcanal: "In the death of Major Sailer the flying forces of this country have lost one of their most outstanding, courageous, able and industrious officers. As commanding officer of VMSB-132 he has participated in 25 missions from Henderson Field since November 1st; 19 of these were attack missions and on 12 of these whereon contact was made with the enemy, Major Sailer scored 6 direct hits and 3 close misses. During the period from November 13-15, Major Sailer first contacted the Jap battleship of the *Kongo* class early on the morning of the 13th off Savo Island, scored a direct hit on it later in the day, and another in a solo attack at dusk on a light cruiser acting as part of its screening force. Early on the morning of the 14th he scored a direct hit on a heavy cruiser of the *Nachi* class off New Georgia which later sank, and made 3 hits out of 4 attacks on the transports approaching Guadalcanal on the 14th and 15th."

SCAT (South Pacific Air Transport Command) is another Marine flying outfit worthy of mention. What Mr. Churchill said about the RAF could apply equally to SCAT, for never indeed in Marine Corps history had so much depended upon so few, so ill-equipped. From that grey morning of August 9th when the Japs knocked off the heavy cruisers *Canberra, Quincy, Vincennes, Astoria* and thereby assumed command of the waters around Guadalcanal, until Admiral Halsey's men, ably assisted by intrepid Marine and Navy flyers, months later blasted them out of there, SCAT alone delivered the vitally needed ammunition and supplies to beleaguered Guadalcanal and brought out the equally vitally-needed wounded — skimming the ocean, dodging from Zero to cloud, literally coming through on a wing and a prayer.

Well, Guadalcanal has been made se-

(*Continued on next page*)

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ETHYL BRAND OF ANTIKNOCK COMPOUND — ETHYL CORPORATION — TRADE MARK REG. U.S. PAT. OFF.

Our war job is manufacturing Ethyl fluid for improving the antiknock quality of fighting gasolines. After the war the Ethyl trade mark name and emblem on a gasoline pump will be your guide to better gasoline and car performance.

The Eastern Sea Frontier

(*Continued from page 56*)

Inability to sink our merchant ships and repeated attacks on U-Boats discouraged the Germans who turned their attention to other less dangerous fields of endeavor. From July 1942 until May 1943 no ships were lost in the Frontier. From then until September 1943, only three vessels have been sunk by submarines, but these sporadic losses are apparently the result of "nuisance raids" and do not represent a sustained effort on the part of the enemy.

The victory over the U-Boat in the Eastern Sea Frontier was primarily defensive in character; protection of convoys along the coast was made so strong that submarines could attack merchant ships only with great risk to themselves. But despite the defensive character of the convoy system, our forces have engaged in successful offensive action against U-Boats. In April 1942 the destroyer Roper sank the U-85. The following month the Icarus brought the U-352 to the surface with depth charges, blasted her down with deck guns, and rescued 33 survivors. In July an Army Bomber caught a U-Boat on the surface off Cape Hatteras, and sank her with a string of depth bombs. Two other attacks in the same month, one by an Army plane and one by the destroyer Lansdowne, gave indications of probable destruction.

The most important contribution of the Eastern Sea Frontier is to be found in the successful protection of our merchant vessels in Eastern Sea Frontier waters. How great is this contribution can be understood when it is recognized that in March 1942 over one-fourth of the world sinkings occurred within the offshore limits of the Frontier. Had it been possible for the Germans to continue this rate, the effects of the war in this area would have been felt throughout the world.

But a secondary contribution deserves attention. The Eastern Sea Frontier has served as an important training ground for anti-submarine warfare operations. In every Naval District, ASW Training Centers have been established. One of these, between November 1942 and September 1943 has trained 5,400 officers and men in night lookout duty and 1,000 officers and men in the methods of anti-submarine warfare. Training centers in other districts have provided instruction for large numbers of officers and men.

Marine Corps Aviation

(*Continued from Preceding Page*)

cure and it seems we are on our way. Marine aviators were the first to land on captured Munda and the first to operate from it. And in the destruction of the 358 Japanese aircraft during the 37 day assault preceding Munda's capture, a good half of them were accounted for by Marine pilots—to say nothing of what the Marine dive bombers did in the blasting of Munda and the nearby Jap bases of Ballale, Vila, and Kahili, prior to Munda's capture. Our dive bombers also took a heavy toll of the Jap convoys desperately attempting to relieve the beleaguered Jap garrisons and of the warships operating with the convoys.

It can be easily seen from the foregoing why the first four aces of this country —Major Joe Foss, 26 enemy planes downed; Lieutenant Ken Walsh, 20; Major John Smith, 19; Major Marion Carl, 16—are flying Marines. It should also give the cue as to why we, the smallest air force with the largest number of aces in the present conflict, have won the hard way 6 Medals of Honor, 84 Navy Crosses, 7 Distinguished Service Medals, 17 Legions of Merit, 42 Silver Stars, 172 Distinguished Flying Crosses, 19 Navy and Marine Corps Medals, 142 Air Medals, and 277 Letters of Commendation. We've come a long way from the 5 officers and 30 enlisted that was our size at the outbreak of the first World War. Today we stand at about one-third the size of the Marine Corps itself. Here, to paraphrase his dishonorable excellency, Mr. Shimada, is a story to make the Gods smile, not weep.

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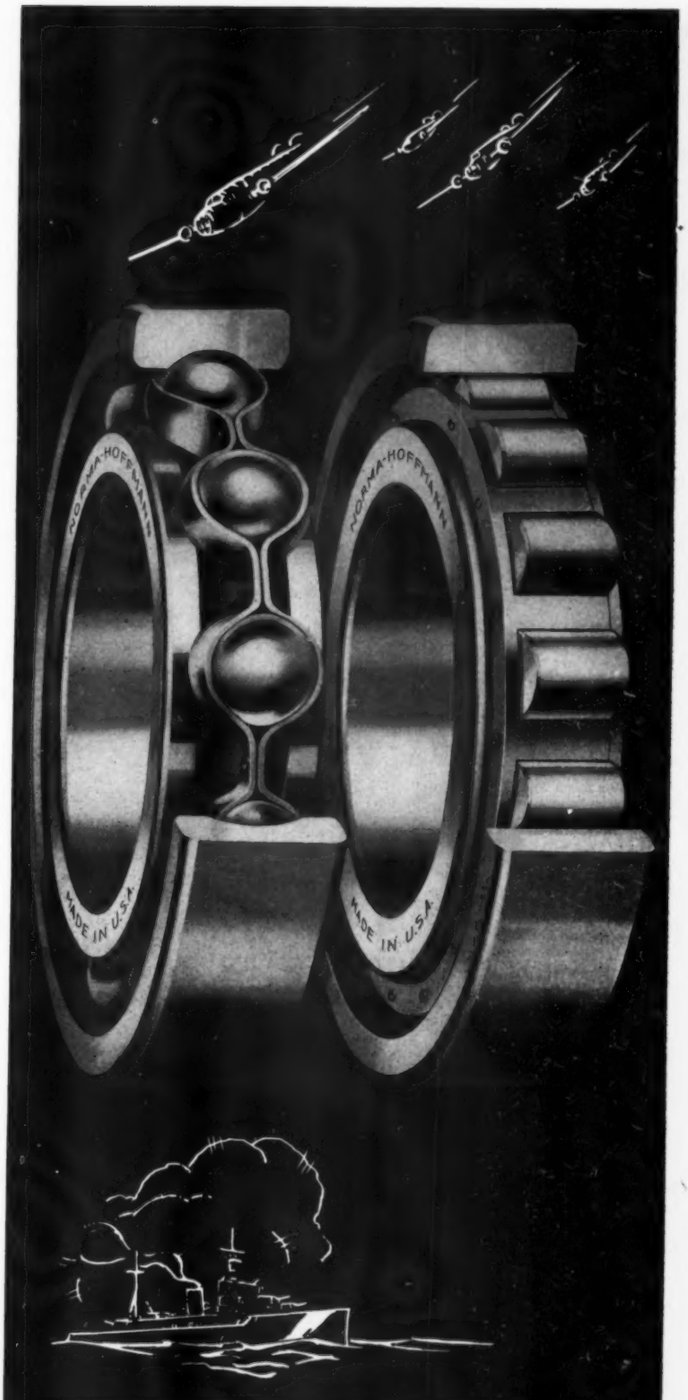

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Oshkosh, Wisconsin

U.S. ELECTRIC PLANTS
DIESEL *and* GASOLINE

Eastern Defense Command

(*Continued from page 57*)

camps, posts, and stations, and vital defense plants. Included in restricted zones are bridges, viaducts, tunnels, freight areas, airports, dams, reservoirs, harbor facilities, and other vital areas in which no person may possess bombs, explosives, radio transmitting sets, codes or ciphers, pictures of military installations, and other items detrimental to security.

Later, uniform air raid signals were adopted. Their purpose was to accelerate earlier and better prepared blackouts; the mobilization of civilian defense personnel, greater civilian protection, and a minimum loss of time and interference with essential war production and transportation. These regulations—the result of studies made by the War Department and the Office of Civilian Defense—were based on experience gained during the first year of the war. The new regulations provided the now familiar four-signal system and designated certain radio stations which will remain on the air to broadcast official bulletins when, for reasons of military security, broadcasting in general must be suspended.

The strictly military operations of the Eastern Defense Command reveal many an interesting fact. Within a few hours after Pearl Harbor, air force and antiaircraft units were converging on East Coast battle stations to join the Army units already there. A comprehensive defense organization, for which plans had long since been drawn, rapidly went into effect involving fighter aircraft, antiaircraft batteries, coast artillery, and other combat units.

Under the jurisdiction of the Defense Commander were placed interceptor squadrons of the First Fighter Command, charged with the general air defense of the seaboard and operating out of dispersed air fields. The Antiaircraft Artillery Command was given the mission of local defense and promptly took up battle stations in city parks, atop office buildings, on piers—wherever they could best ward off attack. Coast artillery defenses, too, began their 24-hour day, seven-day week alert schedule, using not only their fixed guns in concrete fortifications but also mobile units, fast-moving and hard-hitting.

Coordinated with these Army defense units, whose mission is not only to be alert for attack but also to train units for overseas duty, are more than 350,000 civilian volunteers—aircraft spotters and their allied workers in air defense operations centers. These indispensable workers scan the skies day and night for enemy aircraft. Their reports, and reports from soldier spotters, go to secret information centers, where other civilians under the direction of Army officers plot the flights on large map-like boards. From these nerve-centers, the air defense of the East Coast is directed.

"Alertness" is the by-word of all of these civilians and soldiers. They are not idle, standing monotonous guard duty. They are constantly seeking to perfect their training. They are a stirring credit to the Army.

I can review the functioning of the Eastern Defense Command with a feeling of deep pride—pride in the faithfulness, loyalty, alertness of all who have been a part of it. Most have been exemplary soldiers—whether they wear the Army uniform or civilian clothes. Some who were part of the Command when it was first established are now elsewhere, performing other military or civilian missions. But the spirit of wanting to perform their duty in only one way, the right way, is still in the Command. And I know that I speak for all when I say that they and the 55 million civilians in the Eastern Military Area are a brilliant example of the invincible teamwork that is possible only in a democracy.

The Army Ground Forces

(*Continued from page 36*)

Guadalcanal, New Georgia, and the other Solomons in the South Pacific; on New Guinea in the Southwest Pacific; and on Attu in the Aleutians. On all of these battle grounds, history has repeated itself in that fighting progress is marked and measured and the outcome decided by the position of the front line occupied by the infantry, backed by the other arms and services of the ground forces.

The Army Ground Forces in the United States appreciate the vital role that must be played eventually by their units in battle and is now making every effort to build tough, slugging fighting units. The quality of these units has improved greatly in 1943, making for quicker, less costly, and more decisive victories in the months to come. As war experience filters back home, leadership will improve and better fighting methods will be evolved. The fighting spirit will be intensified. The 1943 model of fighters being sent to meet the enemy today is good—worthy of our warriors of yesteryear. The Army Ground Forces intend to make the 1944 model even better.

Navy Procurement and Production

(*Continued from page 67*)

built. When the defense program started, the Navy had 383 fighting ships. Now there are more than 800. In all categories except submarines, the United States Navy alone outnumbers the combined fleets of the Axis. The Navy air arm, which consisted of 1,744 planes in mid-1940, now can muster 15 times that many.

America has achieved an historic ambition. It has a Navy second to none.

To Our Men In The Service
To Our Ships In The Service

☆

Congratulations On The Splendid Job Done So Far

☆

DUBUQUE BOAT & BOILER COMPANY

Port of Dubuque, on Mississippi River
Dubuque, Iowa

Design of Naval Aircraft

(*Continued from page 85*)

There is one aspect of naval aircraft design that cannot be omitted from a discussion of this nature. In our carrier warfare in the Pacific we have found that duels between opposing carrier task forces center around the employment of the fighting type plane. There are so many uses to which fighters may be put, and the demands for this type, consequently, are so great that every possible effort continues to be made to crowd upon carrier decks and in the hangars of those vessels the maximum possible numbers consistent with a reasonable degree of flexibility in operation. It follows from the above that the primary effort in design must be directed at the objective of keeping the weight and size of naval fighters, and, in fact, of all carrier-based types, down to the lowest practicable figures. Other vital considerations dictating high performance, great fire power, and long range obviously complicate this problem, for the relative security of the carrier deck is increased directly by the distance it can send its air striking force on attack missions against corresponding forces of the enemy. Thus it is that the design of carrier planes is no easy task.

A study of the geography of the Pacific Ocean areas of vital interest to us in the prosecution of the war indicates clearly the nature of the tasks which confront our naval aviation forces. No service, however, or branch of any service is sufficient within itself to bring the enemy to his knees. Success in the last analysis is dependent upon the coordinated use of all weapons of all services. Coupled with this, is the need for a common spirit, a common trust, a mutual respect and confidence on the part of our fighting men and our citizens who have given them such magnificent support in the overall war effort.

The Second Army's Part in Training for the War

(*Continued from page 86*)

disappeared.

The swift flowing Cumberland River with its deep banks gives the engineers ample opportunity to prepare the vital bridges for river crossings.

Equipment and materiel are available for all maneuver units, giving them an opportunity to learn from actual experience how to handle their guns, vehicles and small arms weapons under battle conditions.

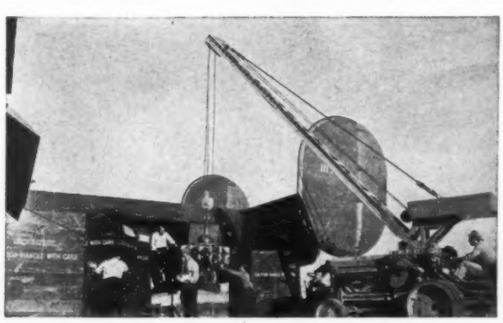
And during all maneuver periods observers from military units not yet ready for maneuvers come to see what their units will face when they, too, reach the maneuver stage of training.

Second Army, when the score is finally tabulated, will prove to have been the parent organization (through cadres) of many combat divisions of our Army.

Second Army's training program has covered, in addition to division units, countless separate battalions of engineers, antiaircraft artillery, field artillery, tank destroyers, quartermaster, ordnance and other specialized corps and army troops.

Second Army, too, has taught its personnel to respect civil rights and to cooperate with the civil population. Farmers, stock raisers and small storekeepers have learned that Second Army protects their buildings, fences, roads, bridges and even the open grazing lands wherever possible, and keeps close check on damages—for purposes of re-imbursement—when heavy vehicles and the play of the maneuver make property damage unavoidable.

Second Army's slogan, adopted by its first commander, Lieutenant General Ben Lear, has been "Fit to Fight." The record proves that Second Army officers and men, as individuals and as units, have lived up to that slogan.



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*DECEMBER 7, 1941 . .

It began as any other winter's Sunday. A thousand odd American ships moved peacefully along their global routes. Then the brutal attack on Pearl Harbor . . . and by the end of the day, this great armada was already molding itself into a single dynamic fighting unit!

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You probably wouldn't recognize a ship of the Great White Fleet today—so complete is the change from peacetime white to fighting grey. But guns and grey are for the business of war — and the Great White Fleet is proud to be an integral part of the fighting American Merchant Marine!

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Women in the Marine Corps

(*Continued from page 83*)

Corps tick and why.

After they finish their basic training, they may be sent "to the job," or to any one of a number of specialist schools.

Some of these schools are situated at Camp Lejeune, others are scattered throughout the country. Those at Camp Lejeune include the four Quartermaster Schools, the Motor Transport School, Cooks and Bakers School, and the Message Center and Naval Communications Procedure Course. Those scattered throughout the country include the Aerographers and Parachute Materiel Schools, at Lakehurst, New Jersey; the Control Tower Operator and Link Trainer Instructor Schools, at Atlanta, Georgia; the Aviation Machinist Mate School, at Norman, Oklahoma; the Radio Operator School, at Oxford, Ohio; the Radio Materiel School, at Omaha, Nebraska; the First Sergeant's School, at Philadelphia, Pennsylvania; and the Quartermaster School for post exchange personnel at Headquarters, Marine Corps.

From these, as from their basic indoctrination, women Marines go out to fulfill the primary purpose of their enlistment—to "free a Marine to fight."

And the jobs which they take over are almost as diverse as the total needs of the Corps.

But the women Marines are taking it all in their stride. They came in to the Corps to do a job—and they are giving that job their utmost.

They have accepted all phases of military life with grace. They have shown respect for military customs and traditions. They have brought to their work a high moral courage and a sincerity of purpose which have dispelled any doubts which might have been felt by old-time leathernecks when they learned that women were to share their work, their traditions, and their honorable place in the military world.

Coast Guard Spars

(*Continued from page 83*)

period, afterward she may marry a civilian or a man in any branch of the service including the Coast Guard.

To apply for officer training, a potential SPAR must fill the same qualifications as enlisted personnel, with two exceptions. The age limit is extended to 50 years for officers, and an officer candidate must have a college degree or at least two years of college plus two years of acceptable business or professional experience.

Enlisted SPARS are trained at the Coast Guard Training Station, Palm Beach, Florida. Following a six-week basic training period, they are rated as Seamen, second class. Many remain at the station from four to twelve weeks longer to take advanced training in specialist's schools. When this instruction period is completed, they are given third class ratings in their specialty and sent out to their posts. SPARS who do not take advanced training are ordered to posts immediately after basic training. Those qualified for special billets are rated on the job.

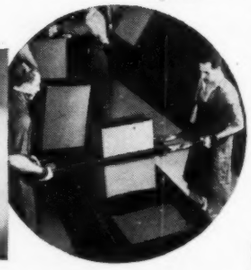
SPAR officer candidates are trained for six weeks at the Coast Guard Academy, New London, Connecticut. Upon successfully completing this course, they receive commissions and are ordered to their posts. The Coast Guard is the only military service which trains women officers in its regular academy for men.

SPAR officers fill a variety of posts in the Coast Guard. Training or business experience in civilian life often determines the type of work to which they are assigned. In the case of those assigned to Communications work, a special course is taken in addition to the Academy training given officers designated for general duty.

A new post for commissioned SPARS is that of gunnery officers in the Ordnance and Gunnery Division. In this capacity, they take over the work of Coast Guardsmen in charge of small arms supplies.

WHEN THERE'S NO TIME FOR REGULAR CHOW

Shown above—are types "C" and "K" emergency ration biscuits used by our men in active combat.



The Sunshine-developed "Aqua Pack" can be submerged in water for over a week without shipping a drop.

On the front line, food may be as vital as a gun. In cooperating with the Quartermaster Corps, Sunshine Bakers developed emergency and combat ration biscuits which help provide, in condensed form, virtually all the essentials of a balanced diet.

Sunshine Bakers are using all their knowledge and skill, acquired in more than forty years of baking quality crackers, to help make ours the best fed army in the world.

LOOSE-WILES BISCUIT COMPANY • BAKERS OF SUNSHINE BISCUITS

The Women's Army Corps

(*Continued from page 82*)

directly from civilian life, nor does the War Department policy permit it to do so. Only the first officer candidates were chosen from civilian status and they were required to complete officer candidate training and were commissioned third officers (second lieutenants). All others were enrolled women and competed for selection as officer candidates with the exception of a few women who had certain qualifications and were enlisted and earmarked for officer candidate training. This plan has been terminated. The Corps maintains an Intermediate Officers School and an Advanced Officers School.

A limited number of WAC officers attend the following Army Officer Specialist Training Schools; Adjutant General School, Fort Washington, Md.; Chemical Warfare School, Edgewood Arsenal, Md.; Command and General Staff School, Fort Leavenworth, Kans.; Army Exchange School, Princeton, N. J.; Inspector General's School, Washington, D. C.; Ordnance Automotive School, Camp Holabird, Md.; Quartermaster School, Camp Lee, Va.; the Special Services School, Lexington, Va.; and the Technician School of the Army-Navy General Hospital, Hot Springs, Ark.

Even as an auxiliary, the Corps' classification system was set up in the same manner as that of the Army. By utilizing their specific training in civilian life, WACs are trained in the military manner and quickly placed into jobs where they may best use that training. For instance, one of the best bomb sight repairers at an Army Air Force installation is a WAC who worked as a watch maker in civilian life.

Every woman who has enlisted in the Women's Army Corps has done so for the duration and not more than six months. Each WAC wants to do all in her power to aid in the global war in which we are engaged. As women and soldiers, the members of the WAC want to take their full share of responsibility. As soldiers they will do the jobs the Army asks them to do to insure Victory. As women they look forward to the peace that will let them return to the way of life they have helped to preserve.

Women's Reserve of the Navy

(*Continued from page 83*)

photographs, retouching and stripping negatives, and editing microfilm. Hospital apprentices and pharmacists' mates perform duties within the scope of the Hospital Corps.

In connection with aeronautical activities in the Navy, women are playing an essential role both in the training of pilots and in the actual operation of air stations. As specialists (T) some teach pilots instrument flying in the Link Trainer rooms, others instruct in synthetic gunnery; WAVES in the control towers give radio instructions to incoming and outgoing planes, regulating the air traffic on the field. Aviation metalsmiths and machinists' mates contribute to the maintenance of planes, while parachute riggers inspect, repair and pack chutes. Aerographers' mates collect and record information concerning the weather which will be used by Navy fliers.

Officers of the Women's Reserve serve in many demanding and responsible positions. In laboratories they do research, make tests, and compile information. In supply activities some are assigned to purchasing of materials; a number, trained as disbursing officers, have complete responsibility for disbursing Navy funds at some of the colleges and universities in which the V-12 program is in effect. Others are serving as assistant commissary officers, assistant aerologists, air navigation instructors, public relations officers and legal advisors. Wherever they are and whatever they are doing, the significant fact about the WAVES is that they are in the Navy to serve their country in any way they are needed.

. . . the fightin'est name in America

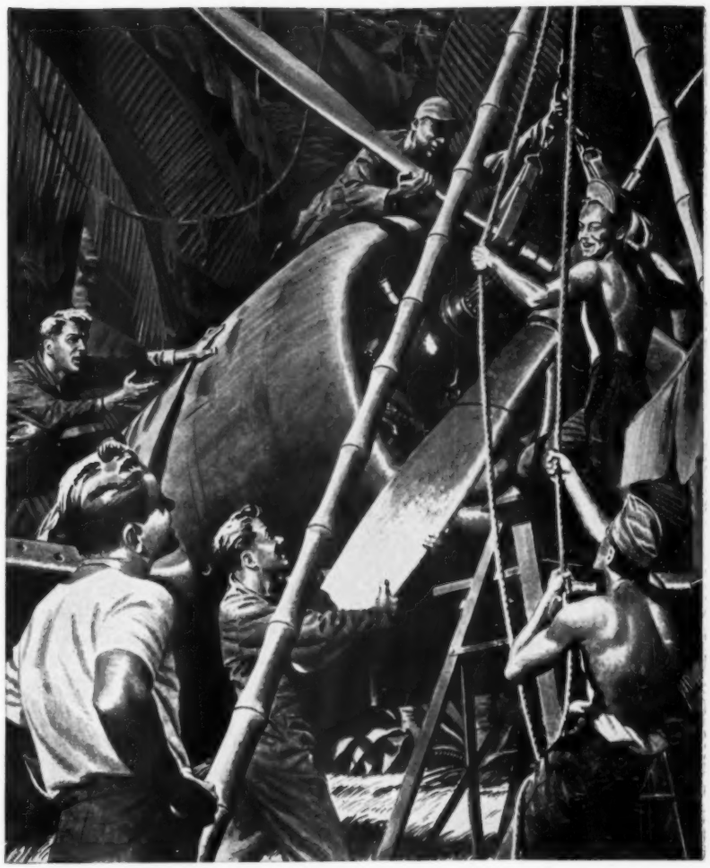
Mexico City . . . Gettysburg . . Little Big Horn . . . San Juan Hill . . . the Argonne . . . and now Guadalcanal, Tunis, Salerno . . .

Since 1836, when the Colt six-shooter became another name for justice, Colt guns have helped blaze American history . . . forge new frontiers . . . aid the forces of law and order all over the world.

Today Colt guns are again on the battle line — Colt automatic cannon, .30 and .50 caliber machine guns, .45 caliber automatic pistols, and the .38 caliber revolver known by our fighting men as the Commando.

Tradition . . . quality . . . craftmanship. These are the signposts of Colt superiority which is making itself felt wherever the United Nations are locked in battle.

COLT'S PATENT FIRE ARMS MFG. CO., Hartford, Conn.



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Here's a heartening story of wartime achievement —taper-rolled steel plates for propellers.

Manufacturers used to taper these plates for propeller blades by costly machining. It was tedious work, wasted half of each plate and thousands of precious man-hours. ARMCO engineers knew there'd be a big saving if the plates could be tapered *at the mill.* So they designed ingenious rolling equipment that tapers the plates in a few swift passes through the rolls.

But that was only half the job. It took experienced mill men, with years of "know-how," to roll plate after plate to the highest standards. These alloy steel plates make stronger, tougher propellers for the warplanes that are winning our battles in the skies.

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This is only one example of ARMCO Research in action. Many special-purpose metals created by ARMCO are used in all kinds of war-winning equipment. The American Rolling Mill Co., 3011 Curtis St., Middletown, Ohio.

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THE AMERICAN ROLLING MILL COMPANY

INDEX TO ADVERTISERS

"UNITED STATES AT WAR," VOLUME 2
ARMY AND NAVY JOURNAL

	Page
Adel Precision Products Corporation	131
Airplane Manufacturing & Supply Corporation	103
Air Reduction Company, Inc.	9
The American Hardware Corporation	138
The American Rolling Mill Company	155
The Anderson Company	134
Atchison, Topeka & Santa Fe Railway System	4
Atlantic Gulf and West Indies Lines, Inc.	157
Automatic Electric Company	132
Auto-Ordnance Corporation	113
Bath Iron Works Corporation	139
The Bettendorf Company	100
Blaw-Knox Company	142
Bridgeport Brass Company	119
Bridgeport Fabrics, Inc.	143
Bucyrus-Erie Company	134
Chattanooga Boiler & Tank Company	150
The Coca-Cola Company	115
Colt's Patent Fire Arms Mfg. Co.	155
Consolidated Vultee Aircraft Corporation	133
Continental Gin Company	140
Deere & Company	143
Dubuque Boat & Boiler Company	152
The Electric Auto-Lite Company	111
Ethyl Corporation	150
The Fafnir Bearing Company	132
Fairchild Engine & Airplane Corporation	138
Filer & Stowell Company	151
General Cable Corporation	6
Grace Line, Inc.	136
Erle P. Halliburton	130
Hallicrafters Company	157
A. W. Hecker	110
Hercules Motors Corporation	129
Hobart Manufacturing Company	149
Houdry Process Corporation	127
The Hughes-Keenan Company	153
International Business Machines Corporation	101
Jacobs Aircraft Engine Company	121
Jenkins Bros.	123
Almon A. Johnson, Inc.	147
Lockheed Aircraft Corporation	125
Loose-Wiles Biscuit Company	154
Masonite Corporation	136
Mesta Machine Company	3
Monsanto Chemical Company	*Inside Back Cover*
Norma-Hoffman Bearings Corporation	151
North American Aviation, Inc.	*Inside Front Cover*
Okonite Company	*Back Cover*
Philco Corporation	117
Pioneer Parachute Company	145
Radio Corporation of America	97
Ray-O-Vac Company	154
Republic Aviation Corporation	109
Sears, Roebuck & Company	99
Singer Sewing Machine Company	137
Standard Oil Development Company	135
Sun Oil Company	107
Sun Shipbuilding & Dry Dock Company	147
Tampa Marine Corporation & Tampa Marine Repair Co.	128
Tampa Shipbuilding Company	140
Texas Pre-Fabricated House & Tent Company	142
Tide Water Associated Oil Company	149
The Travelers Insurance Company	158
Triumph Explosives, Inc.	145
United Fruit Company	153
United States Motors Corporation	152
Vickers, Inc.	104
Worthington Pump & Machinery Corporation	141

The Army Chaplain

(*Continued from page* 76)

services conducted by chaplains during the month of August, the recorded attendance totaled more than 7,500,000 and on 640,000 occasions of pastoral activity, a total of 7,400,000 military personnel were contacted. Activities of this nature in which the military personnel are served spiritually are vital factors in maintaining high morale.

As the tempo of the war increases and our men move nearer the battle fronts, an increased interest in spiritual matters is invariably apparent. It is under these conditions that chaplains often find welcome opportunities to serve the fighting men. When the landing was first made in North Africa, chaplains were with the men and report that soldiers later confessed that they were sustained in the conflict by their faith.

Since our chaplains are marching side by side with our fighting soldiers, it is not at all surprising to learn that the chaplain casualties now number seventy-seven. Of these, sixteen have sealed their service to the men by their own lives, six have been wounded, two are missing in action, and thirty-three are prisoners of war. The remaining twenty have died as a result of illness or the result of accidents connected with the hazards of their calling.

While this war continues, our chaplains continue their work of making our soldiers "strong in the strength of the Lord" by their actions, by their words, and by the printed word. This assures us of an Army able to conquer.

The devotion and courage of our chaplains are exemplified by the following story which comes to us from North Africa: Recently Brigadier General Theodore Roosevelt, Jr., told a story about Chaplain Richard R. Chase. "That Chase! We were fully exposed when the Germans began their advance. They got our range and began to pepper us with everything they had. We had to get out in a hurry, take cover in the field and foxholes, when the dive bombers came. I looked down the road and what did I see? Here came Chase in a jeep. He had two flat tires and his engine was sputtering like a 1910 Ford, shells dropping all around him. He didn't seem to see them at all, just kept driving. I looked in the rear of his jeep and saw two wounded men bouncing around. Yes, Chase is a magnificent fool!" The glint in Roosevelt's eyes betrayed him. He loved that chaplain. No wonder Chase was decorated for bravery—right on the field of battle. He was decorated and promoted.

Wherever, therefore, our armies may go in this global conflict, our chaplains are ever present to assure all that they do not march alone. This is the Army chaplain's part in the war.

The U. S. Navy's War Against the U-Boat

(*Continued from page* 81)

U. S. Fleet, Admiral Ernest J. King, U. S. Navy, to organize the Tenth Fleet to exercise unity of control over our activities against the U-boat in the Atlantic. For the first time, a separate anti-submarine organization was justified. For the first time, such an organization had the tools with which to work.

U. S. Navy anti-submarine operations being carried out in the Atlantic by Admiral Royal E. Ingersoll, U. S. Navy, Commander in Chief, Atlantic Fleet, and the several other Fleet and Sea Frontier Commanders in active command of ship and aircraft units now come under the coordinating direction of Admiral King through Tenth Fleet Headquarters which insures availability of latest anti-submarine developments and information and uniformity of training and operating procedures.

The Tenth Fleet Organization maintains the closest touch with anti-submarine units of other Allied Nations, particularly the British and the Canadians. Only through such cooperative and active teamwork of all concerned has our recent record of success been made possible.

The President and the Prime Minister have announced that in May, June and July United Nations forces destroyed more than 90 U-boats. Subsequently, it was announced that in August we achieved the gratifying record of sinking more enemy submarines than the enemy sank merchant vessels. The enemy cannot stand that rate of attrition.

The German, however, is a wily foe. He is at the moment introducing new weapons and new tactics. We are taking operational counter-measures. The evolutionary course of submarine warfare continues to ascend.

One thing is certain: Hitler and Doenitz, despite their boasts, have failed to break our life lines across the Atlantic. They never will. But it is impossible to completely erase the U-boat from the seas, and there will be many instances when we again will suffer heavy and disheartening shipping losses. We have got to expect that. This is grim business.

The Navy Chaplain

(*Continued from page* 76)

Training School for Chaplains, College of William and Mary, Williamsburg, Va. Here, after ecclesiastical endorsement from his church superiors, the recently commissioned officer is indoctrinated the "Navy Way." He drills, lives a regulated life of a "boot chaplain," hears classroom lectures which range from how to salute to instructions on how to conduct a military funeral. During two of the eight weeks' training, the new chaplain sees actual duty at a naval activity in the vicinity.

The devotion and heroism of navy chaplains who serve with the Marines in the South Pacific is legend. There is no book of rules to guide a chaplain on how to conduct services in a cocoanut grove or in a foxhole above the noise of exploding shells, but they find a way. They find strength and time, in spite of fever-wracked, malarial-infested bodies, to plan cemeteries, to bury their own and enemy dead, to keep accurate maps and records of burial places, to administer spiritual comfort to the wounded and dying, to hear everybody who comes to him with troubles, to get messages through lines to home folk when nobody else has time to bother, to stand side by side with navy doctors, helping when they can to relieve his burden, to give cheer and comfort to men worn past the limits of human endurance.

A navy chaplain's day at a shore station combines a multitude of duties. His counselling ranges from furnishing information about Navy Relief to helping an enlisted man's wife find a room where she may stay until her sailor husband's ship makes port. He is the one man who can act in the enlisted man's behalf as liaison with station officers. He must give much time and thought to his sermons for his audiences want real "meat" and woe be unto the chaplain who fails in this, his first and most important duty.

The pressure of duty aboard our ships has precluded any attempt to evaluate the contributions being made by our chaplains aboard. When history is written, however, the story of bravery and devotion to duty by the more than 200 chaplains serving afloat will, no doubt, furnish another thrilling saga of the corps.

These are the men who bring cheer and comfort and courage to ship's company when the big guns roar and the decks and bulkheads buckle under the white heat of fire and enemy hits. These are the men who kneel to pray with the wounded and dying aboard our great hospital ships.

Five of our chaplains have lost their lives and almost a score have been rescued from the drink during the battles of the Java Sea, the Coral Sea, off Cape Esperance, off North Africa and Sicily. Five chaplains, prisoners of war, are carrying God's message to their fellow prisoners in widely separated enemy camps.

These are the men who "Bring God to men and men to God, the Navy way." It is their great privilege to join with the men they serve and proclaim in the words of the Psalmist:

"I will be glad and rejoice in thy mercy; for thou has considered my trouble; thou hast known my soul in adversities and hast not shut me up into the hand of the enemy."—PSALMS 31 : 7 : 8.

Naval Communications

(*Continued from page 71*)

much larger, thus requiring many more networks and frequencies, but forces of more than one country were involved. It was therefore necessary that coordination of communications be effected between like services of the nations, as well as between the Naval force and the landing force as a whole.

The Attu Island landing was a joint operation, in which the landing force was composed of United States Army troops. The communications in this operation were superior to those in previous amphibious assaults. This improvement may be attributed to the utilization of the lessons learned in prior landing operations and to close cooperation and excellent planning.

By far the greatest amphibious operation of the present conflict was the Sicilian invasion. Here the services of both the United States and the United Kingdom participated. The enormousness of the communication problem can be realized when one considers the fact that more than three thousand ships and landing craft were used in this invasion.

The maxim, "Experience is the best teacher," is particularly applicable in warfare. After an operation, therefore, each phase is carefully analyzed. Communication deficiencies are pointed out and action is taken to prevent their recurrence in future operations. Plans are made for effecting other improvements wherever possible.

Radio-Electronics in War

(*Continued from page 72*)

The "walkie-talkie" radios and the "handie-talkies" are instruments of the war that give a clue to the future of a new era in communication, that of personalized or individualized radio. The soldier who today stands on the deck of a landing barge on a foreign beach directing communication from a pack-set or from a hand-radio outfit no larger than a crackerbox, may in the days of peace carry a personal radio in his pocket, as he does a wallet or cigarette case. The lady may carry one, too, in her handbag as she now carries her compact.

Two years ago radio flashed from the Pacific that Hawaii had been attacked. The entire Nation pivoted from peace to war on that never-to-be forgotten news. Since that day radio has enlisted its full strength in science, production, and operation to bring about the successful conclusion of the war. There will be another flash some day, reminiscent of the one that spanned the Atlantic in 1918, "Armistice Signed—Peace." Until that moment, paratroopers will drop from the skies with radios strapped to their belts; men in rubber lifeboats will signal with compact portable outfits, artillerymen will place their shots by radio, bombers will fly on its beams, and all the world will be listening for one of the greatest news flashes in history. Until that day, the radio industry in every phase of its operations will remain geared to war to achieve a victorious Peace.

REA in the War

(*Continued from page 74*)

labor shortage.

The significance of these figures is apparent from the fact that 12 kilowatt hours of electricity, used in operating a milking machine, will milk six cows twice a day for a month. Electric water pumps, pig and chick brooders, milk coolers, refrigerators, and other electrical equipment also help poultry farmers, dairy farmers, and livestock farmers to produce and market more of the types of food needed to improve diets and maintain the health of the civilian population and the men in the armed services.

Each day new farms are connected to the lines of REA-financed systems, strengthening the food production fortress for war output. The greatly reduced REA staff has "doubled in brass" throughout 1943, and will continue to do so for the duration of the war in order to do its utmost for victory.

Reserves and R. O. T. C.

(*Continued from page 75*)

ing the past twenty years.

Wartime pressures, however, have brought severe modifications in the R.O.T.C. program. In 1942 the traditional R.O.T.C. summer camps were supplanted by special courses at officer candidate schools. This was in turn modified in 1943 to require R.O.T.C. graduates to complete the entire officer candidate course to qualify for commissioned grade. The R.O.T.C. product attending officer candidate schools has made an excellent record—94.1 percent of those drawn from the R.O.T.C. successfully completed the schools and were awarded commissions, as compared with 73.8 per cent of those entering from other sources.

Other marked changes have occurred in the R.O.T.C. program as known for the past two decades, these also produced by wartime pressures. The increasing shortage of college-trained men of military age, coupled with the reduction of the draft age to eighteen years, resulted in the discontinuance of the Advanced R.O.T.C. Course and the establishment of the Army Specialized Training Program. The Basic Course was retained for the benefit of students below the draft age and for others not yet inducted. As a temporary expedient, many soldiers formerly enrolled in the first-year Advanced R.O.T.C. Course have been returned to their colleges for further academic and R.O.T.C. training while awaiting admission to officer candidate schools.

It must be concluded that the Nation owes a debt of gratitude to the Reserve Officers' Training Corps for its vital contribution to the war effort. R.O.T.C. men are present in all the active theaters of war—indeed, it has been stated that on Bataan the graduates of a single R.O.T.C. institution outnumbered the graduates of West Point. Through their achievements in this crisis, the R.O.T.C. not only has justified the support given it in the past but has demonstrated that it should be the cornerstone of the Nation's peacetime military establishment.

CASH PRIZE CONTEST!

FOR RADIO MEN IN THE SERVICE!

"Write A Letter"

As you know, the Hallicrafters make SCR-299 Communications trucks. We are proud of our handiwork and proud of the job you men have been doing with them on every battle front.

RULES FOR THE CONTEST

We want letters telling of actual experiences with SCR-299 units. We will give $100.00 for the best such letter received during each of the five months of November, December, January, February and March!

We will send $1.00 for every serious letter received so even if you should not win a big prize your time will not be in vain. Your letter will be our property, of course, and we have the right to reproduce it in a Hallicrafters advertisement. Good luck and write as many letters as you wish. V-Mail letters will do.

W. J. Halligan

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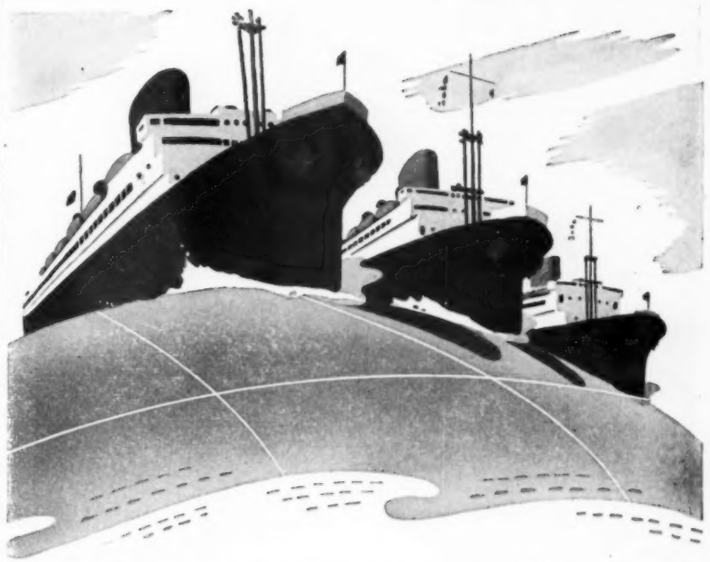

"task force"...

ON fighting fronts the world over, our land, sea and air forces are backed by the greatest merchant fleet in history. Boldly, courageously . . . right into the thick of it, wherever it's needed, goes the "fourth great arm of our Armed Services"—America's Merchant Marine.

At least 15 cargo vessels, exclusive of troopships, are required to transport a single armored division overseas.

Translate that into terms of transporting whole armies . . . keeping them supplied . . . supporting them in the field!

It's a job of staggering size—but the Merchant Marine is doing it! And in today's great shipbuilding and personnel training program is reflected both wartime necessity —and America's determination and ability to play her rightful part in all future maritime history.

* * *

AGWI ships today serve with America's "Task Force" fleet throughout the world, under the able guidance of the War Shipping Administration. AGWI looks forward to helping win the peace by sharing in the tasks of post-war commerce...so essential to our national prosperity ...so vital to international good will.

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AGWI LINES

CUBA, MEXICO, PUERTO RICO, DOMINICAN REPUBLIC, TEXAS, FLORIDA AND THE SOUTH

What's Inside a Lifeboat?

WHAT DOES A LIFEBOAT CONTAIN? When you know the answer to that question, you know why, time after time, these little boats are able to bring their passengers safely through weeks of hardship on the open sea.

You see, many years ago, seafarers recognized the need of some kind of small boat which they could take to in time of need. But these men soon discovered that simply having the lifeboats aboard was not enough.

To provide the greatest amount of protection, the boats had to be supplied with food and water, in case men were forced to spend many days at sea. They needed a sail, too, so that continuous rowing would not exhaust them.

Gradually, the hard lessons of experience taught seamen just what provisions should always be aboard, for the protection of those who someday might have to entrust their lives to those little boats.

Bailer, Boathook, Bucket, Compass, Ditty Bag, Flashlight, Hatchets, Life Line, Lanterns, Provisions, Water Breakers—these are but a few of the things with which every lifeboat is equipped today. And the presence of these items is not left to chance.

The experts in the Bureau of Marine Inspection and Navigation, who carefully select each item, are responsible for seeing that no boat starts on a voyage without its lifeboats properly provisioned and equipped.

If you'll stop and think for a moment, you'll realize that there's a mighty close and interesting parallel between the lifeboats carried by steamships and the kind of protection you, yourself carry, insurance. For instance, few men are unwise enough to embark upon the voyage of life without the protection of insurance.

And, the things that make our insurance policies safe, dependable, and effective in time of need are the provisions with which they have been supplied. Just as it takes the experienced judgment of experts to decide what equipment a lifeboat should carry, so it takes the services of a qualified expert, an insurance agent, to determine just what provisions should be carried in our insurance policies.

It is not difficult to make sure that your insurance is well-provisioned to meet your needs. The hundreds of thousands of well-written policies in force in The Travelers is proof of it. In fact, many wise men make it a practice to have a Travelers agent or broker go over their insurance coverage yearly, at least. If you have not followed this practice, now is as good a time as any to inaugurate it. Any Travelers agent will be glad to check your present insurance against your present and prospective insurance needs.

MORAL: Insure in The Travelers. All forms of insurance. The Travelers Insurance Company, The Travelers Indemnity Company, The Travelers Fire Insurance Company, Hartford, Connecticut.

HOW MUCH Chemistry PER SOLDIER?

METALS

Phosphoric acid for rustproofing.
Hibilite and **muriatic acid** for pickling.
Sulfuric acid for cleaning.
Ferrisul for brass parts, buttons.

PLASTICS

Nitrocellulose for lacquers on metal parts and helmet liner.
Fibestos for walkie-talkie case and dials, lenses in Polaroid goggles, gas mask parts and eyepieces.
Lustron for walkie-talkie insulation and sockets. **Resinox resins** for helmet liner and stopper of canteen.
Saflex for water resistant raincoat or poncho. **Nitron** for shoe lace tips.

AMMUNITION

Nitric acid, aniline oil, dibutyl phthalate, alcohol, mixed acid for powder and explosives.
Ferrisul for pickling brass cartridge cases.

RUBBER

Accelerators, antioxidants; softeners, tackifiers for shoe heels and soles, wire insulation, gas mask, elastic, adhesive bandages, sponge cushions in walkie-talkie.

TEXTILES

Tetrasodium pyrophosphate and **trisodium phosphate** for processing cotton before dyeing. **Merclor** and **sodium bisulfite** for bleaching.
Acetic acid, Glauber's salt, salicylic acid, pentachlorophenol, dinitrochlorobenzene, dinitroaniline, Santomerse, for dyes.
Aluminum chloride and **sulfuric acid** for carbonizing woolen cloth.
Ammonium aqua for neutralizing wool after carbonizing.

LEATHER

Santotan-KR, Mertanol, sodium bisulfite, sulfuric acid, sodium polysulfide, and **sodium sulfide** for tanning and bleaching.
Santobrite for control of microbiological activity in leather.

MISCELLANEOUS

Santovar and **Santocel** for paint on helmet, eyelets, hooks, canteen and for first aid tape and gas mask.
Sulfanilamide for first aid kit.
Coumarin, vanillin, Ethyl vanillin, calcium phosphate and **sodium ferric pyrophosphate** for field rations. **Dopes** for cables.
Chlorine and **aluminum sulfate** for purification of water in canteen.

1916—Hossenfelder, German consul general in New York, in a letter to von Bethmann-Hollweg, German chancellor, predicted American defeat in World War I because of our dependence then on Germany's chemical industry. "Americans can never establish such an industry," Hossenfelder wrote. "They have the resources but they lack the necessary science and technology. And, besides, the conflicting selfishness of American business renders it impossible."

1943—You see on this page a *partial* list of "made in America" Monsanto Chemicals used to help outfit the American fighting man in World War II. (This list does not include many chemicals used in winter equipment, nor those used in outfitting other branches of the service, nor any of the many chemicals classed as military secrets.) The American spirit of free competitive enterprise, which a totalitarian mind misinterpreted as "conflicting selfishness," has built a chemical industry that was ready not only to help win this war but is ready for the tomorrow when it will help build a greater peacetime future for free men everywhere.

MONSANTO CHEMICAL COMPANY, St. Louis

MONSANTO
CHEMICALS AND PLASTICS

ARMY E NAVY

SERVING INDUSTRY...WHICH SERVES MANKIND

NO *Napoleons* HERE...

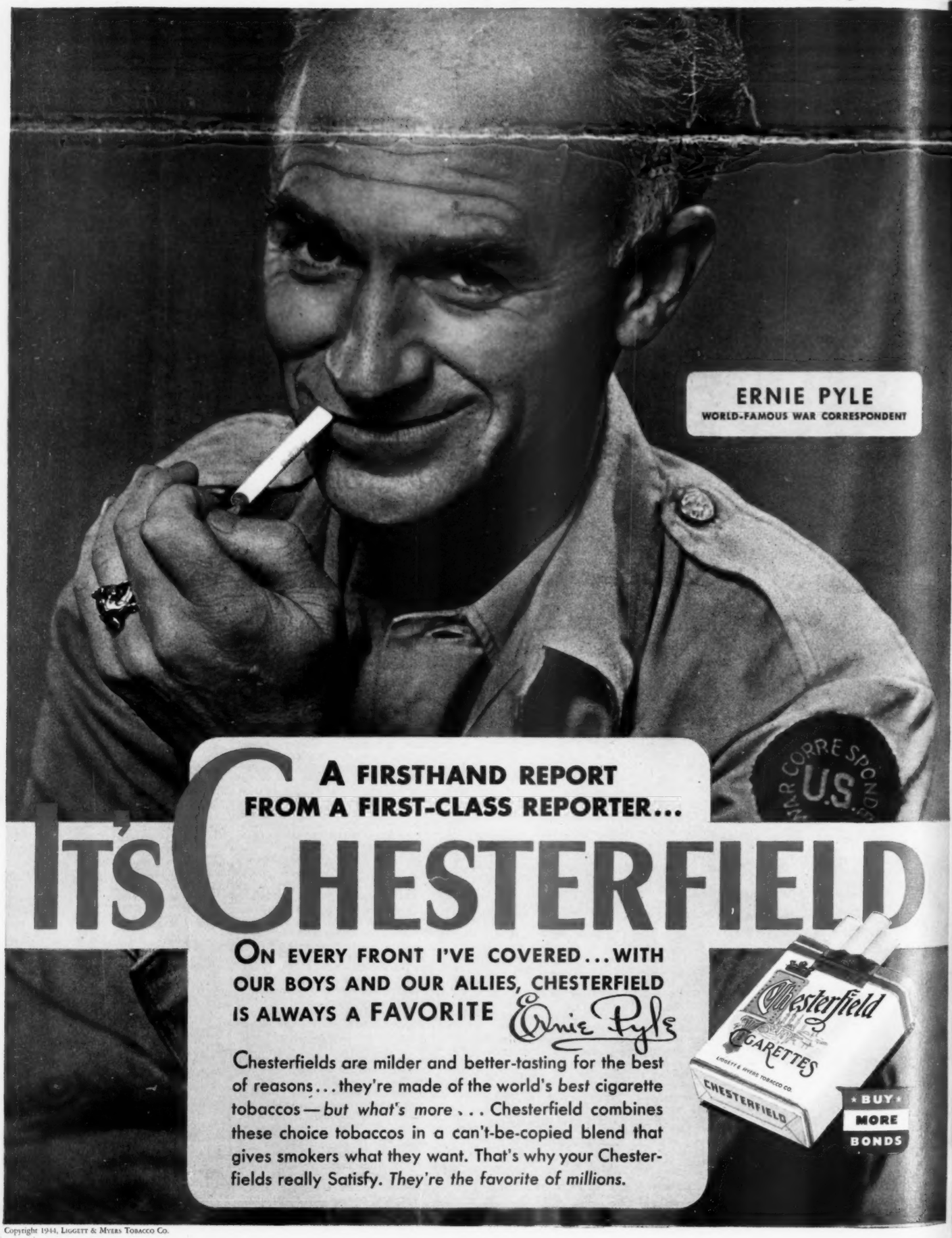
No longer can one man, such as Napoleon, direct the ebb and flow of battle. The demands of modern warfare far exceed the capacity of one man's military genius. *Today's* battles are planned months in advance by a group of generals, admirals, statesmen and technical experts sitting around a conference table.

To date, the planning has been sound — much has been gained without excessive loss of life. Let's believe it will continue so, and not second-guess the best minds of land, sea and air. Self-appointed "military experts" are in possession of so few of the facts underlying each decision that their criticism is often wrong.

Let's wait for events to reveal the whole pattern of strategy before we criticize individual points. And while we are waiting, let's work harder at *our* job of getting out the military supplies — without which, even the best-laid plans could bear no fruit...The Okonite Company, Passaic, New Jersey.

OKONITE

INSULATED WIRES AND CABLES



A FIRSTHAND REPORT
FROM A FIRST-CLASS REPORTER...

IT'S CHESTERFIELD

ON EVERY FRONT I'VE COVERED...WITH OUR BOYS AND OUR ALLIES, CHESTERFIELD IS ALWAYS A FAVORITE — Ernie Pyle

Chesterfields are milder and better-tasting for the best of reasons...they're made of the world's *best* cigarette tobaccos—*but what's more*... Chesterfield combines these choice tobaccos in a can't-be-copied blend that gives smokers what they want. That's why your Chesterfields really Satisfy. *They're the favorite of millions.*

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